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Coachmart

The leading weekly serving the coach industry

September 28, 1989 Issue 556 £1

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Left-hand drive version on display

BEDFORD

1977 Bedford YLQ Plaxton Supreme, 45 seats, autumn tint moq, livery white.

1976 Bedford PJK Duple Dominant, 29 seats, new MoT Dec '89.

1974 Bedford YRT Duple Dom, 53-seater, p/door, red moq, livery white.

AEC BRISTOL

1979 AEC 760, 12 metre Plaxton 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1978 AEC 760, 12 metre, Plaxton, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1975 AEC 760, 12 metre, Plaxton, 53 seats, 6-speed ZF, autumn tint moquette, Bristol dome, side lockers. Livery grey/red. MoT June 1990.

1974 Bristol LHL, 11 metre Duple, 53 seats, autumn tint moquette. Livery white/black.

LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT.

1981 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 moquetted seats, ZF 6-speed, MoT July 1990.

1981 Leyland Leopard, 12 metre Plaxton Supreme IV, 49 Chapman reclining seats, ZF 6-speed manual gearbox, Bristol dome, destination gear. Livery white, autumn tint moquette.

1980 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 remoquetted seats, ZF 6-sp.

1979 Leyland, 12 metre Dominant, 49 seats, MoT Feb 1990.

1976 Leyland Plaxton Express, 49 seats, choice of 2.

1974 Leyland Leopard, 11 metre Duple Dominant 49 E type seats, semi-auto gearbox, side lockers, autumn tint, livery white.

FORD

1980 Ford R1114 Duple Dominant Express, 53 seats, red moquette, white/blue.

1979 Ford R1114 Duple Dominant Express 53 seats, (re-moquetted grey/blue), livery blue, MoT Sept 89.

NEOPLAN

1982/3/4 Neoplan Skyliners, 71/72/75 seats, toilet, drinks machine, fridge, radio, PA, Mercedes V10 Engine, 6-speed ZF manual gearbox, some remoquetted and refurbished.

DAF

1988 DAF SBR3000 Plaxton 4000 four star, 74 recliners, toilet, TV, etc. 147,000K from new.

MINIBUSES

1988 (E) Ford Iveco Reeve Burgess Beaver, 21 moquette seats, boot, power door, radio, excellent condition.

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DAF

1983 (Y) DAF SB200 Jonckheere Bermuda, 47/51 reclining seats, ducted heating, integral side lockers, power door, wheel discs, toilet, curtains and seat covers, radio/pa/cassette, interior green stripe, exterior white, MoT February 1990.

1983 (Y) DAF MB Plaxton Paramount 3200, 46 reclining seats, 2 side lockers, ducted heating, power door, rear sunken toilet, tv box and wiring for saloon, radio/pa/cassette, interior brown stripe, exterior white, MoT new.

1980 (V) DAF DKTL Plaxton Supreme IV, 53 fixed seats, 3 heaters, power door, 2 side lockers, wheel discs, radio/pa/cassette, interior red, exterior white, MoT.

FORD

1983 R1114 Duple Dominant II, 53 seats + courier seat, curtains, Telma, retarder, exterior blue and white, interior blue. New MoT.

1980 R1114 Plaxton Supreme IV Express, 49 reclining seats, jake brake, side locker, interior brown, exterior cream and maroon, MoT March 1990.

1979 (T) R1114 Van Hool Axxess, retarder, nearside rear toilet, radio/pa/cassette, 44/49 seats, 2 tables, interior green and white, MoT 23/11/89.

1978 (T) A Series Faro 3, 25 seats, power door, radio cassette, interior red, exterior yellow and red. MoT 23/5/90

SCANIA

1987 (D) Scania K112 CRB Van Hool Alizee H, 49 reclining seats, power door, Telma, crew seat, side lockers, toilet, sink, fridge, blue curtains, radio/pa/cassette, interior blue/red/cream stripe, exterior silver grey, MoT May 1990.

VOLVO



1988 Volvo B10M Plaxton 3500, 53 reclining seats, rear sunken toilet, continental door, courier seat, beige and red interior, exterior white with red and yellow relief. Choice of 3.

1981 (X) Volvo B58 Plaxton Supreme IV, 53 remounted seats, power door, Telma, side locker, 3 heaters, wheel discs, interior brown chevron, exterior white, MoT December 1989.

1981 (W) Volvo B58 Unicar 11M, 53 seats, ducted heating, side locker, interior grey, exterior white/orange/red/maroon, MoT April 1990.

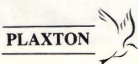
NEOPLAN

1986 Skyliner MkII Gardner engine, ZF automatic gearbox, 77 reclining seats, water boiler, fridge, drivers bunk, TV and video, MoT Feb '90. Interior red moquette, exterior, white, blue and orange.

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AEC

1979 (T) AEC 760 Plaxton Supreme IV, 49 seats, power door, side locker, heater, interior brown/beige stripe, exterior white, MoT March 1990.

1978 (S) AEC Panther, 53 seats, power door, side locker, interior autumn tint, exterior white, **SOLD**

DOUBLE DECK BUSES

1976/77 Daimler Fleetline, Park Royal and MCW bodywork, 76 seats, Gardner LXB engine, auto steering, single entrances painted all white, going through MoT, large selection.

1973 (L) Atlantean 680 Northern Counties, 74 seats, interior maroon PVC, exterior blue/yellow, MoT February 1990.

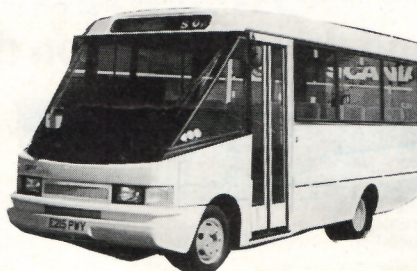
BEDFORD

1985 (B) YNT Duple Laser, 53 seats, ZF 6 speed gearbox, heated windscreen, side locker, power door, interior blue/grey stripe, exterior white/orange/yellow stripe, MoT April 1990.

1977 (R) Bedford YMT Plaxton Supreme, 53 seats, 3 heaters, radio/pa/cassette, interior red stripe, exterior white/orange/blue, MoT.

1973 (M) Bedford YRQ Willowbrook Service Bus, power door, luggage racks, interior beige, exterior cream/red, MoT November 1989.

MINIBUSES



1987 Optare City Pacer, automatic transmission, Eberspacher heating, power door, side locker, 25 seats, int red and grey, ext white, new MoT.

1987 Mercedes-Benz 609D Reeve Burgess coach, 19 seats, power door, radio/pa/cassette, int grey, ext white, orange and black, choice of three, MoT 02-90.

1983 Y Fiat Caetano Beja, 18 seats, power door, luggage boot, int blue, ext white, MoT 23-04-90.

LEYLAND

1985 Leyland Tiger Duple Laser II, hydracyclic fully auto gb, power door, power steering, Webasto, radio/pa, curtains, int blue stripe, ext white, 53 seats, MoT 08.06.90, choice of four.

1985 Leyland Tiger Duple Laser II, power door, ducted heating, side locker, radio/pa/cassette, 51 E-type seats, int beige/red, ext white, MoT 08.11.89.

1984 Leyland Tiger 245 Plaxton Paramount 3200 EXP, semi-auto gb, side lockers, toilet, Webasto, 49r, int brown stripe, ext white, MoT 29.01.90.

1984 Leyland Royal Tiger Plaxton Paramount 3500, power door, integral side lockers, ducted heating, drinks machine, toilet, tv/video, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 13.02.90. Choice of 2.

1984 Leyland Tiger 245F Berkhof Esprite, underfloor lockers, plug power door, ducted heating, toilet, drinks machine, box for tv, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 25.06.90.



1983 Leyland Tiger 245 Plaxton Paramount 3500, power door, side lockers, wheel discs, heated mirror, toilet, tv/video, radio/pa/cassette, 49r seats and courier, int brown stripe, ext white, MoT 28.07.90.

1982 Leyland Leopard ECW EXP, semi-auto gb, destination gear, driver's partition, int autumn tint, ext white, 49 seats, MoT 05.05.90.

1982 Leyland Tiger 218 Plaxton Supreme V Ex, 3 heaters, power door, side locker, radio/pa/cassette, 53 seats, int autumn tint, ext white, MoT 30.10.89.

1982 Leyland Leopard Duple Dominant IV, ZF gearbox, power door, SBG dome, 4 heaters, radio/pa/cassette, 53 reclining seats, int blue/grey, ext white/blue, MoT 08.89.

1981 Leyland Leopard Duple Dominant II, ZF gb, power door, Telma, side locker, Bristol dome, 3 heaters, radio/pa/cassette, int red/orange, ext white, 53 seats, MoT 18.01.90, choice of two.

1981 Leyland Leopard Plaxton Sup IV, semi-auto gb, manual route gear, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 01.06.90.

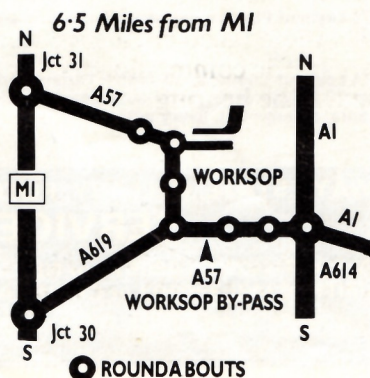
1981 Leyland Leopard Plaxton Supreme IV EXP, semi-auto 2 speed gb, heated windscreen, 48r seats, Bristol dome, driver's cab, int autumn tint, ext cream/orange, MoT 25.11.89. choice of 3.

1980 Leyland Leopard Duple Dominant I, semi-auto gb, side lockers, power door, Bristol dome, heated windscreen, 53r seats, int retrim blue, ext white, MoT 10.11.89.

1979 Leyland Leopard Duple Dominant II, power door, 4 heaters, radio/pa/cassette, 57 seats, int red/orange, ext white/blue, MoT 01.90.

1978 Leyland Leopard Duple Dominant I, power door, Telma, Bristol dome, Webasto heaters, side locker, 49 seats, int blue stripe, ext white, MoT 12.01.90.

1972 Leyland Leopard Plaxton Elite, power door, autolube, side locker, 2 heaters, radio/pa/cassette, 40 fixed seats, int autumn tint, ext red/cream, MoT 23.11.89.



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Coachmart

ISSUE 556

September 28th, 1989

Coachmart is published by EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Telephone 0733 63100. Fax 0733 62656. Telex 32157. ISSN 0953-8240

EDITORIAL

Editor – Alan Millar;
assistant editor – Trevor Gelken
news editor – Mark Williams
staff writers – Rod Davey, MCIT and Mike Morgan.

ADVERTISING

Group advertisement sales manager – Jan Pepper;
national accounts manager – Nicky Davies;
Sales representative Julie Hancock;
Group classified manager – Alison Hare;
classified sales executives – Debbie Strickson, Sue Jones, Paul Murtagh, Vicki Canwell;
classified advertisement production – Wyn Harrison;
magazine secretary – Clare Bollans.
Publisher – Ian Griffin.

SUBSCRIPTIONS

Subscriptions inquiries – **Jayne Vivian**.
Coachmart is only available by pre-paid subscription. Domestic subscription rate is £45 per year, and Europe (including Irish Republic) £75 per year. Worldwide air mail rate is £100 per year. All rates include postage.

CONTRIBUTIONS

Contributions should be sent to The Editor, Coachmart, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

The Editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

Coachmart is typeset by Reprotype Ltd, Peterborough and printed by Gibbons Barford, Wolverhampton.
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FEATURES

On Test

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Staff writer Rod Davey puts the Elme Swift through its paces in the wild setting of the Lake District.

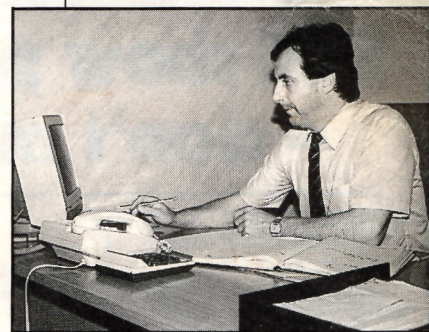


Elme Swift on test – page 13

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Excellence comes before expansion at Dave Parry Travel. We meet the ex-speedway star turned travel entrepreneur.

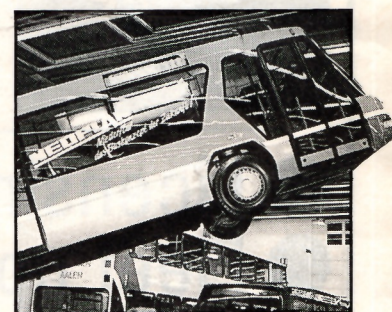


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Doug Jack reports on topics from the big show of interest to the coach industry.



Frankfurt Show – page 19.

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Latest news of which firms are updating their fleets, complete with full colour pictures.

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Sheafline of Sheffield faced having its licence revoked before traffic commissioners. Find out what happened at the hearing.

On Target

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Marksman has some advice for operators who find their coaches have been involved in crashes.

Highland Scottish slammed by OFT

HIGHLAND Scottish Omnibus is described as 'predatory' by the Office of Fair Trading following the OFT's investigation into its response to competition from Inverness Traction.

The OFT's report says the actions of Highland Scottish were 'anti-competitive' in the terms of the Competition Act 1980 and is referring the case to the Monopolies and Mergers Commission, unless he accepts undertakings which Highland Scottish may offer.

Sir Gordon Borrie, director general of the OFT, discovered that Highland Scottish had run services at a loss, in direct competition with Inverness Traction - a company with a number of former Highland Scottish employees. It substantially increased its route network, and could finance losses with accumulated reserves.

Inverness Traction has since been taken over by Alexanders (North East), but its former managing director, Malcolm

Vaughan, is pleased with the outcome... so far.

'We're waiting to see what Highland Scottish is going to do to satisfy the Office of Fair Trading,' said Vaughan. 'But we're delighted with Sir Gordon Borrie's comments. This is the first enquiry in Britain to really have a go at the situation.'

Referring to stories that Highland Scottish had been unfairly treated, Vaughan commented, 'It's simply ludicrous to accuse the OFT of being one-sided. We answered the same questions as Highland Scottish.'

The managing director of Highland Scottish, Mr J. S. Moffat, said in a press statement he was 'disappointed' with the OFT's findings.

'I am, quite frankly, astonished at the number of factual inaccuracies and misinterpretation of evidence contained within the report,' said Moffat.

'I shall be taking up with Sir Gordon Borrie his completely erroneous assertions that we have been operating unregistered services and financing losses from accumulated reserves.'

New bosses for division



Alan Gibbins

THE MERGE of Plaxton and Duple has continued with the formation of Plaxton Duple parts and service, and the appointment of two new people.

Alex Gibbins, former MD of Duple Services, becomes chief executive of the new division, while Rod May becomes the new MD.

COACHMART Says

THE spectre of stranded holidaymakers has returned to haunt the travel business with the collapse of Sunseeker Holidays.

It is something which ought to have vanished since the bad old days of the 1970s when the collapse of businesses like Court Line left distressed families weeping in Mediterranean resorts.

Those scenes led to the principle of holiday bonding, ensuring that passengers would get home if their tour company failed and that those still to begin their holiday would get a full repayment or an alternative holiday offer.

It is a system which did much to enhance the reputation of the Association of British Travel Agents and has been taken up enthusiastically by the Bus and Coach Council.

Unfortunately, its existence does not mean that every eligible tour or coach company offers bonded holidays. Were that the case, such collapses as Sunseeker's would have less distressing results.

Without bonding schemes, it is only goodwill which ensures that the stranded holidaymaker gets home.

And it is a tribute to the better side of human nature that companies like Siesta International and the coach operators it hired that the consequences of this collapse have been less damaging and that the image of coach travel has been saved.

The Sunseeker failure has another lesson closer to home.

Accounts of the collapse report that the company had been trying to buy itself out of trouble by offering holidays at or below cost.

That is always a dangerous practice, whether in the holiday market or for coach hire in general.

It is a gamble which will only pay off if the loss of business is short lived. Otherwise, you are building up debts which will have to be paid off when (and if) business recovers.

Better always to turn down cheap business and reduce your operating costs than to play with financial fire.

Let that be a lesson to all in business.

NEXT WEEK

BCC show preview - don't miss it!



Spotlight on Henderson Travel

- Licensing & Legal
- Fleet update

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Renault lands Midibus order

ONE of the biggest midibus orders of the year has been placed with Renault by CentreWest London Buses.

Ninety Renault S75 chassis are to come from the factory at Dunstable, from December onwards and the bodywork is being undertaken by Robert Wright and Son of Ballymena, Northern Ireland. Of the 90, 76 will run on the seven new routes planned for Ealing and 14 on Ealing route 282, recently awarded to CentreWest by LRT.

The new buses are 28-seaters, with 15 standing, specially adapted for passengers with mobility problems and built to

London Buses' specification. The standard S75 has a 185-inch wheelbase and uses a 109 bhp 4-litre turbocharged engine and Allison AT542 automatic gearbox.

Renault is clearly delighted with the first major contract to supply the S75 - likened to a 'stretched' version of the S56 currently in service. 'As we see it, this is a very good endorsement of the chassis,' said a Renault spokesman.

Body builder Wrights was not prepared to comment when approached by Coachmart, though it is understood that the order will mean extra staff for the firm.

Six Lynxes for city



LONDON United has taken delivery of six new Leyland Lynx buses to operate its London Regional Transport tendered route 283 from West Brompton to East Acton. They are among the first of their type

to be run by London Buses.

ABOVE - London United general manager Bill Cahill (right) and commercial director Martin Whitley inspect the new Leyland Lynxes.

Clean test

SCANIA has chosen 70 citybuses as the testbench for new ethanol and diesel engines, which will meet the environmental standards likely in the 1990s.

Early next year, the charge-air cooled ethanol engine and a much-modified diesel - both with catalytic converters - take to the roads. Current tests indicate that the prototype undercuts European standard ECE R49 by a further 75 percent.

A typical bus in service today would, says Scania, emit almost four times as many nitrogen

oxides, three times the hydrocarbons, 15 times as much carbon monoxide and 100 times more solids than the ethanol engine Scania has developed.

Rate appeals

BUSINESS rate appeals will be considered only within the first six months of the new ratings system, which comes into force on April 1, 1990.

In some circumstances, appeals will be considered after this time limit, says the Department of the Environment. Full details of the appeals procedure can be obtained by phoning the DoE on 01 276 3000.

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New show

AS corporate hospitality grows in both popularity and demand, the need for a greater range of activities has been underlined by the announcement of Entertain 90.

With over 3,200 square metres of floor space in the prestigious Olympia II venue, it promises to be a major show in its field when it is held on February 27 to March 1.

Further details of Entertain 90 are from Reed Exhibition, at Oriel House, 26 The Quadrangle, Richmond upon Thames TW9 1DL, Tel:01 948 9800.

Mersey men

GEORGE Briggs is now general manager for the Southport division of Merseybus. After more than 30 years in public transport – a career which began as an apprentice engineer – Briggs now controls 60 buses and 170 staff.

The new Liverpool divisional manager is Tony Wilkinson, previously Wirral divisional manager.



Swallows move in with Swifts

IF a bird in the hand is worth two in the bus, Adam Schapiro is doing well. He's got a whole nest-full in his firm's depot!

The birds, swallows, have appropriately chosen Swift

Equipment Ltd, of Keynsham, as their nursery.

Schapiro, managing director of the firm, is hoping that they'll make a regular pilgrimage to the factory.

New manager

CROSVILLE Wales has appointed David Jenkins as its new area manager (South Cambrian), based in Aberystwyth.

Jenkins is currently depot manager for National Welsh Omnibus Services at Merthyr Tydfil. His appointment follows the transfer of Arfon Lewis to the position of area manager for Bangor and Anglesey.

LAG boss



LAG Bus Ltd has appointed a new regional sales manager for the north of England and Scotland. Don Johnston (pictured) joins LAG from Duple.

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Salvador Caetano

USED COACH SELECTION

HEAVYWEIGHTS

- 1986 (D) DAF MB DKVL - DUPL 340, 53/55 recliners, rear O/S sunken demountable toilet, continental door, driver's berth, power door.
 1986 (C) DAF MB DKFL - DUPL LASER II, 53 recliners, power door, Telma, tinted windows.
 1986 (C) DAF - BOVA FUTURA FHD, 49 recliners, centre sunken toilet, continental door, courier seat, double glazed, boxed and wired for video, driver's berth, (choice of 2).
 1986 (C) DAF SB2300 - LAG GALAXY, 53 recliners, courier seat, continental door, Webasto, tinted windows, radio/pa/cassette.
 1985 (C) VOLVO B10M GL - CAETANO ALGARVE 3.35, 51 recliners, courier seat, double glazed, rear O/S sunken toilet, continental door, berth, radio/pa/cassette.
 1985 (C) DAF DKFL - CAETANO ALGARVE 3.35, 53 recliners, (re-trimmed), courier seat, Telma, continental door, tinted windows, curtains.
 1985 (B) DAF - BOVA CALYPSO, 53 seats, power door, courier seat, radio/pa/cassette.
 1985 (B) MAN SR280, 53 recliners, plug door, courier seat, double glazed, continental door, radio/pa/cassette.
 1984 (A) DAF DKVL - LAG GALAXY, 53 recliners, courier seat, Webasto, tinted windows, wheel trims, radio/pa/cassette.
 1983 (Y) VOLVO B10M - BERKHOF ESPRITE 350, 47/49 recliners (re-trimmed), courier seat, centre demountable toilet, continental door, double glazed, blinds, Telma.
 1983 (Y) DAF DKTL - CAETANO ALPHA GT, 53 recliners, power door, tinted windows, curtains, side locker, wheel trims.
 1983 (Y) DAF DKTL - PLAXTON PARAMOUNT 3500, 51 recliners, courier seat, rear O/S toilet, continental door, berth, decorative curtains.
 1983 (Y) LEYLAND TIGER 218 - Plaxton Paramount 3200, 53 seats, power door, tinted windows, radio/pa/cassette.
 1983 (PP) DAF - BOVA EUROPA II, 52 recliners, courier seat, Webasto, box/wired for video, radio/cassette, wheel trims.
 1983 (Y) LEYLAND TIGER 245 ZF - PLAXTON PARAMOUNT 3500, 49 recliners, courier seat, double glazed, plug door, berth, rear O/S sunken toilet, continental door, drinks machine, boxed and wired for video.
 1982 (Y) DAF DKTL SMIT EURO HI-LINER, 45 seats, courier seat, plug door, centre sunken toilet, centre continental door, fridge, curtains, radio/pa, wheel trims.
 1982 (PP) DAF DKTL - PLAXTON SUPREME V, 48 seats, Telma, rear N/S saloon toilet, tinted windows, curtains, servery.
 1982 (X) LEYLAND TIGER 218 ZF - PLAXTON SUPREME VI GT, 51 recliners, power door, double glazed, Bristol Dome, side locker, soft trim, radio.
 1982 (X) LEYLAND LEOPARD ZF - DUPL DOMINANT II, 53 seats, radio.

BEDFORD/FORD

- 1987 (D) BEDFORD YNV - CAETANO ALGARVE, 57 seats, power door, side lockers.
 1986 (C) BEDFORD YNV - PLAXTON PARAMOUNT 3200, 52 seats, power door, N/S/R saloon toilet, servery, boiler, boxed and wired for video, curtains, radio.
 1986 (C) BEDFORD YNV - PLAXTON PARAMOUNT 3200, 53 recliners, radio, Webasto.
 1984 (A) BEDFORD YNT - PLAXTON PARAMOUNT 3200, 53 seats, power door, radio/pa.
 1982 (X) FORD R1114 - DUPL DOMINANT IV EXPRESS, 49 seats, tinted windows, side lockers, SBG front, (choice of 2).
 1982 (X) FORD R1014 - DUPL DOMINANT IV, 42 recliners, side lockers, wheel trims.
 1979 (T) FORD R1114 - PLAXTON SUPREME IV, 49 recliners, curtains, side lockers.

MINIBUSES

- 1987 (E) IVECO 79.14 - CAETANO VIANA, 19 seats, manual door, parcel racks, heaters, curtains.
 1987 (D) TOYOTA - CAETANO OPTIMO, 21 seats, power door, curtains, tinted windows, forced air, reading lights.
 1986 (D) MAN 8.136 - REEVE BURGESS, 32 seats, power door, radio/pa, wheel trims.
 1986 (C) IVECO 79.14 - CAETANO VIANA GL, 19 seats, power door, reading lights, forced air, curtains, (choice of 2).
 1985 (B) FIAT 60.10 - CAETANO BEJA, 18 seats, power door, curtains, parcel racks.

FLEXIBLE FINANCE PACKAGES

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NEWS

Sunseeker: hopes of rescue fade

HOPES of a financial rescue for Sunseeker Holidays – which collapsed last week stranding hundreds of holidaymakers – seemed remote as Coachmart went to press.

As many as 700 tourists were left high and dry in Spain and Yugoslavia when the Sutton Coldfield-based firm ceased trading on September 19. A further 300 were likely to lose their holiday deposits.

The firm specialised in coach travel to self-catering accommodation, hiring its vehicles from a number of operators. It traded for three years, but was hit by the 1988 holiday recession. In a desperate bid to raise capital, Sunseeker had offered 1,000 holidays at £50 each this year but this too failed.

'For me personally it has meant total devastation,' said Sunseeker's managing director Colin Johnson after the announcement. 'My co-director and I have lost £250,000. I have lost everything, including my house.'

Several companies, including Siesta International Holidays of Middlesbrough, immediately

offered help to the holidaymakers, laying on special return coaches for £30 per head and giving away the few spare seats on their own holiday coaches. It is a situation Siesta is not entirely unused to.

Colin Johnson was formerly managing director of another firm, Freedom Holidays. This firm had also foundered with financial problems, but had been taken on, together with Johnson, by Siesta. Johnson's one-year employment contract was not renewed, and he left to start Sunseeker.

'Johnson was in direct opposition to us,' said Siesta spokesman Tony Riley. 'He had offices in Birmingham, Leeds and Hull, and was selling almost identical holidays – some in the same apartments as ours – at up to £50 a time less. Some were sold at less than cost.'

Sunseeker was neither Bus and Coach Council nor Association of British Travel Agents bonded. Both organisations have since issued public statements disclaiming any link with the firm. A creditors' meeting is expected in October.



One of Kentish Bus and Coach's new Leyland Olympians.

Bus bonanza for Kentish

KENTISH Bus and Coach has taken delivery of 13 new Leyland Olympian double-deck buses... and is planning for a further 40 buses by 1990.

The buses are equipped with two-way radios, and have a range of features which should aid the disabled, including waist-high palm-push bells. They will be operated on the Orpington/Woolwich route.

The purchases bring investment in Kentish Bus and Coach, by its parent company

Proudmutual, to £6 million. By 1990, it will be operating three London Regional Transport routes in the Hackney area.

Gold for Jayne

JAYNE Beecham is the new coaching manager for Yorkshire Rider's GoldRider coaches. A graduate of Sheffield University, she was previous marketing manager for Yorkshire Rider.

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1988 (F NOV) DENNIS JAVELIN. 49/51 reclining seats, with arm rests and courier seats. Sunken rear toilet with continental door, Blaupunkt radio/tape/PA, TV/video, blinds, curtains, carpets, choice of 2. Grey/red interior or brown interior. £69,500 + VAT

1988 LEYLAND DOYEN. 53 reclining seats, power door, radio/PA/cassette, courier seat, full draw curtains, double glazed, retarder, Eberspacher auxiliary heater, continental door, only 66,000 km, MoT to March 1990, still under manufacturer's warranty. £74,500 + VAT

1987 JONCKHEERE JUBILEE P50 DAF MB230, 48 reclining seats, rear sunken toilet, driver's sleeper, coffee machine, TV/video, Telma, double glazing, MoT to April 1990. £78,500 + VAT

1986 ROYAL TIGER PLAXTON PARAMOUNT 3500. 48 reclining seats, radio/PA/cassette system, retarder, centre sunken demountable toilet, TV/video, Webasto, courier seat, double glazing, coffee machine, MOT to November 1989. £65,000 + VAT

1986 BEDFORD YMT DUPLER LASER, 53 seats, radio/PA/cassette, power door, MoT to December 1989. £45,000 + VAT

1985 JONCKHEERE JUBILEE P50 LEYLAND TIGER 245, 48 reclining seats, power door, radio/PA/cassette, TV/video, hot and cold drinks machine, Telma retarder, double glazing, rear sunken toilet, MoT to March 1990. £59,500 plus VAT

1985 VOLVO B10M LAG GALAXY, 49 reclining seats, centre toilet, driver's bunk, TV, provision for video, Telma, coffee machine, MoT to April 1990. £65,000 + VAT

1984 DAF SB2300 DH PLAXTON PARAMOUNT 3500, 47/51 recliners, centre sunken demountable toilet, continental door, Eberspacher heater, courier seat, Telma, retarder, power door, MoT to March 1990. £55,000 + VAT

1984 JONCKHEERE JUBILEE P50 SCANIA K112, 49 seats, toilet, washroom, Webasto heating, air conditioning, double glazing - choice of 3 £51,500 + VAT

1983 JONCKHEERE BERMUDA VOLVO B10M, 49 seats, toilet, washroom, TV/video, coffee machine, curtains throughout, Webasto heating - choice of 3 £41,500 + VAT

1982 JONCKHEERE BERMUDA VOLVO B10M, 49 seats, toilet, washroom, TV/video, coffee machine, curtains throughout, Webasto heating - choice of 5 £37,500 + VAT

1979 BEDFORD YMT DUPLER DOMINANT II, 53 seats, radio/pa, power door, MoT to March 1990. £11,500 + VAT

Trades Description Act: In this list we quote the year of registration and not necessarily the year of manufacture.

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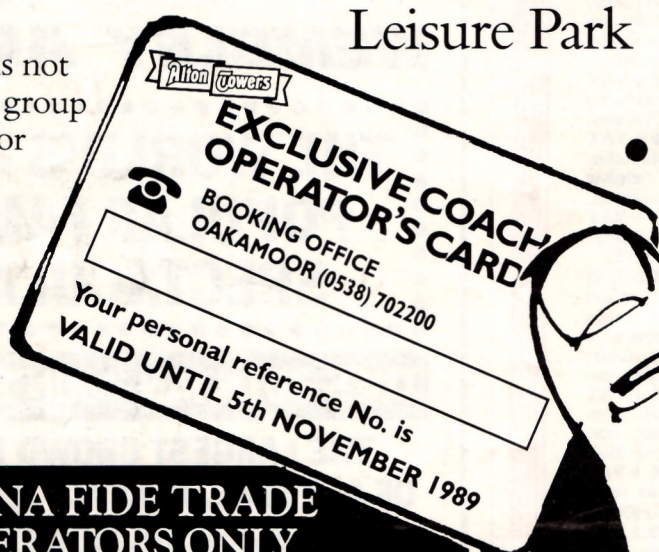
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Seen here in the scenic splendour of the Lake District, the Elme Orion on the short wheelbase Swift proved equal to the uneven terrain.

ORION THE HUNTER TAKES TO THE HILLS

THE Leyland Swift is popular, on both its LWB and SWB chassis. This fact is highlighted by the number of times I have evaluated different body combinations, both in bus and coach form.

Evaluations have included the Elme Galaxy 27-seater coach on the SWB chassis; the PMT Knype bus with 37/39 seats and room for eight standees on the LWB variant; and the Reeve Burgess Harrier coach, also on the LWB version, with 27 seats.

In this latest *Coachmart* evaluation I put the Elme Orion-bodied SWB Swift through its paces in the Northern Lake District – and in and around the Carlisle area. Penrith-based Chambers Coaches, in arrangement with sole UK Elme importers Avondale International, gave me the use of the vehicle for the best part of a day. In addition, Ian Chambers assisted me with the road and performance tests.

While checking the Swift chassis specification, Avondale's Morton Swift told me there had been a number of small changes since I last looked at an Elme on Swift. For example, the GVW of 7,500kg

The Leyland Swift has been tested by Coachmart several times in its various guises. With Elme Orion coachwork Rod Davey found the old friend still had several pleasant surprises in store.



Having tested several Swifts, regular *Coachmart* readers will not be surprised to learn I feel the most positive aspect of the driver area is the fascia layout.

has been increased to 8,200kg – mainly due to an upgrading of the taper leaf suspension.

Swift also informed me of a minor change to the standard chassis specification which had

been specially requested by Avondale international. Initially, the up-grading of the alternator to 120Ah was to handle high specification orders for Harwich-based

Chartercoach, as it wanted such items as microwave cookers and other power-hungry adaptations within its specification.

However, the upshot is Avondale is now specifying such improvements on all Swift chassis – and Swift tells me that Leyland are considering including it in the standard specification – with a firm decision imminent next January.

If Elme Galaxies and Orions are taken together, Avondale's sales in the previous year totalled 25. Quite obviously, given this sector of the market, the combination of the build quality of Portuguese Elme and the Leyland Swift chassis are proving popular with operators. And apart from a few minor initial criticisms, I must confess I may be numbered as a Swift aficionado.

Latest orders for Avondale's Orions include an order for two for Island Coachways in Guernsey. However, these are based on the long 4.4 metre wheelbase chassis, have 43 seats and are specified with an overall width of 7ft-4in to cope with the island's narrow roads.



IT'S BACK.
WATCH YOUR LETTERBOX
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ROAD TEST

With a basic conventional 'Huck' bolted ladder frame chassis, the main body is built with a steel frame box section. Down the sides, the middle panels are made from twin skinned aluminium. Skirt panels are of single steel.

In common with most builds these days, both the front and rear are made from moulded GRP. While the Orion's frontal aspect is rather flat and utilitarian, it blends with the overall boxlike shape of the body, giving a sense of unity. In a like manner, the rear aspect also complements the overall shape. The impression is one of continental modernity.

When viewed from the front, the one piece bonded windscreen lends itself to this economical impression. In addition, rectangular headlamp and trafficator arrays, together with matt black trim and cross-over wipers, complete the impression.

Access to the Cummins 6BT5.9 engine is via an access flap situated amidships, while the rear high capacity dropwell boot has access through a single top-hinged door. A tool locker is located next to access for the vehicle's spare wheel and there is further side flap access to the batteries.

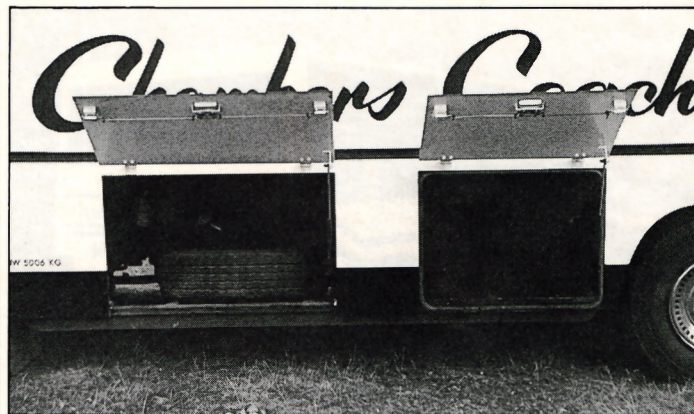
Side glazing is with tinted flat plate windows, which are bonded. While bonding appears to provide an effective seal against water ingress, a trade-off exists, alas, against the ease of replacement rubber gaskets provide.

Passenger Comfort

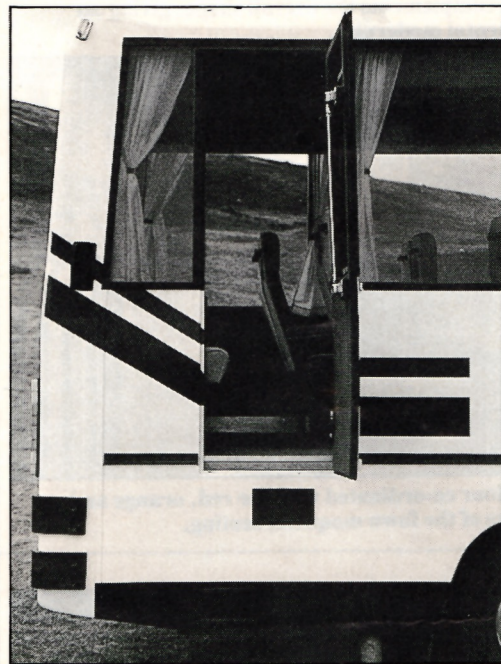
Unfortunately the Orion has uneven steps to the passenger area, although perhaps this would be more serious on a bus than on a coach. Two even steps are followed by a shallow step to the entrance and aisle area.

However, once the passenger is on the coach, through the air-operated door, Elme has excelled with its usual high standard of interior trim. Always notable on Avondale's imports is the quality of passenger seating, from the leg room to the roomy seat pitch, width and back support. This reflects the company's insistence on providing a vehicle more suited for 'executive' travel, in the most accurate sense of the word.

Interior trim was colour co-



A tool locker is located next to access for the vehicle's spare wheel, and there is further side access to the vehicle's batteries.



Situated at the offside rear, the emergency exit is not obstructed by the Orion's seat configuration.

ordinated with the seating, which was trimmed in a fawn moquette with red, orange and yellow vertical stripes. The centre roof panel, which was fitted with two full size ventilation hatches, was trimmed with matching fabric.

The remainder of the roof was trimmed in dark brown cord, complementing the fawn moquette and carpet trim of the shallow parcel racks. Additionally, the vehicle had full cord trim, heavy duty non-slip rubber to the entrance step, with grey lino over a plywood floor to the gangway and under the seats. Attractive gold-coloured full draw curtains enhanced both the colour scheme and the vehicle's interior passenger ambience.

Saloon heating is provided by twin heaters, with ventilation through full-size lift-up roof hatches. Small roof-mounted

fluorescent tubes provide interior illumination.

Ride quality is generally good. This was, in fact, tested to the limit because Ian Chambers' suggested route followed the company's daily school run – which appears to follow ancient goat tracks in the northern hills of the Lake District. This SWB version gives little concern regarding excessive roll and pitch – and the undulating test route provided assurance of the vehicle's road holding characteristics.

Driver Comfort

Having tested several Swifts, regular Coachmart readers will not be surprised to learn I feel the most positive aspect of the driver area is the fascia layout. This is excellent, with a centrally mounted tachograph with all other gauges and instrumentation arranged

sensibly in a modular array.

Gear changing through the Turner five speed box is positive, comfortable and elicits an immediate response. However, first gear with a 5.36:1 ratio appears to function, very largely, as a crawler gear, although fifth gear is, in fact, an overdrive.

In normal operation, and this goes for the hilly terrain of the test route, it may be treated as a four-speed box using second as a first gear. Incidentally, I managed to drop the vehicle's speed to 20mph, achieving a reasonable pick-up while still in top gear. The Turner gearbox is obviously very forgiving.

Visibility is largely unimpaired, although the draw curtains on the off side interfere with the driver's area. For this reason, they had to be fastened back for the duration of the test. In addition, the offside mirror provides an obstruction at junctions as it is located at eye level. Rear view is excellent and is further assisted by the rearscope which is fitted as standard.

Steering, which is ZF power assisted, is light – assisting the vehicle's extreme manoeuvrability in both directions. Although neither retarder nor exhaust brake is fitted, the vehicle's standard dual-circuit brakes acted positively, without grabbing or sideways pull, on the numerous test route hills.

Performance

Acceleration proved extremely nippy with 30mph being achieved in eight seconds on one of the rare level (well almost) roads in the Penrith area. This aspect was consistent through all gears with a top speed of 67mph being reached in 43 seconds.

Fuel economy proved to be the best figure yet for a Coachmart Swift test. The final figure was 19.62mpg – achieved over 127 miles of mountainous country. As an absolute this figure would be extremely satisfactory, but when compared to other Swift variants, is exceptional. Bearing in mind all other Swifts were LWB, the comparisons are listed below:

| | |
|---------------|--------|
| Swift Variant | MPG |
| Elme Galaxy | 14.4 ▶ |

ROAD TEST

PMT Knype 10.65
Harrier 13.2

(The Galaxy test appeared in Coachmart 477, March 18, 1988; the PMT Knype in Coachmart 513, November 25, 1988; and the Harrier in Coachmart 516, January 6, 1989).

To be fair to the Reeve Burgess Harrier, this is the largest variant tested, with 37 seats on the LWB Swift. Furthermore, this test was undertaken through the hilly terrain of the peak district.

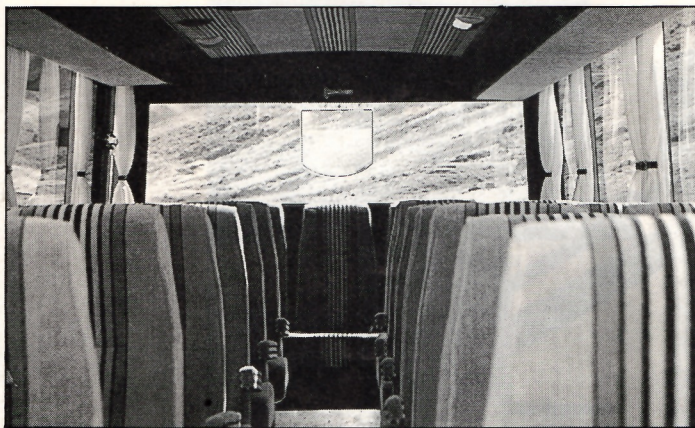
Verdict

With 31 seats, at this quality of build, the Elme Orion on the Leyland SWB Swift must be seriously considered by operators with medium capacity short-haul private hire and contract work. The test route proved the vehicle's value for use on coach work. At £44,723 ex-VAT, the vehicle is competitively priced and should continue to be popular, especially with the small-scale operator.

However, despite being a Swift adherent, it is only fair to point out a number of mechanical problems Chambers Coaches has experienced with this model.



The rear aspect also complements the overall shape, giving an impression of continental modernity.



Interior trim was colour co-ordinated with the red, orange and yellow vertical stripes of the fawn moquette seating.

After only 6,000 miles, according to Chambers, the air filter had to be changed because it was 'full of gunge'. As these cost £20 at trade prices this is no minor criticism. It is Chambers' belief that the location of the air filter, in front of the nearside front wheel, is responsible for this state of affairs.

Leyland is currently looking into this and told the company it may change the siting at some future date. I examined the old filter and found it in a bad condition. However, a new filter has now been fitted which Leyland has promised to examine after 3,000 miles.

Such problems will no doubt be sorted out in the near future, with the SWB Swift Orion becoming as firm a favourite with Chambers of Penrith as it has become with many other operators.

Specification

Vehicle:

Leyland Swift SWB chassis with Elme Orion coachwork.

Price:

£44,723 ex-VAT (and into 1990 season).

Dimensions:

Length 7,995mm.
Width 2,350mm.
Height 2,960mm.
Wheelbase 3,650mm.
Rear overhang 2,165mm.
Front overhang 2,180mm.

Weights:

Unladen 5,000kg.
GVW 8,200kg.

Engine:

Type Cummins 6BT
5.9-litre diesel vertical turbocharged
Bore/stroke 102mm x 120mm
Maximum output 130bhp (97kW)
@ 2,500rpm.
Maximum torque 325 lbf ft

(441 Nm) @ 1,500rpm.
General CAV DPA type fuel pump, Bendix 150 reed valve type compressor, and air throttle.
Cooling system Pressurised 'no loss' engine-driven fan via viscous coupling.

Transmission:

Gearbox Turner T5.290
5-speed synchromesh with overdrive and cable-operated gearchange.

| Gear | Ratio | Max speed |
|---------|--------|-----------|
| 1st | 5.36:1 | 11mph. |
| 2nd | 2.62:1 | 21mph. |
| 3rd | 1.51:1 | 36mph. |
| 4th | 1.00:1 | 54mph. |
| 5th | 0.79:1 | 67mph. |
| Reverse | 4.73:1 | - |

Clutch Hydraulically operated on Turner gearbox - 330mm single plate with non-asbestos lining.
Prop shaft Spicer 1480 series.

Axles:

Rear Single reduction spiral bevel.
Capacity 7,100kg.
Ratio 4.66:1 final drive, keeping top speed beneath 70mph without use of speed limiter.
Front 'I' section alloy steel beam.
Capacity 3,800kg.

Suspension:

Front and rear Twin taper leaf, anti roll bars and telescopic shock-absorbers.

Brakes:

Type Air/hydraulic dual line system with automatic adjustment.
Front Discs.
Rear Drums.
Lining area 1,888 sq cm.
Swept area 5,286 sq cm.
Parking brake Cable operated spring brake unit on rear axle.

Steering:

ZF integral power-assisted, adjustable steering steering wheel.

Chassis frame:

Type Conventional 'Huck' bolted ladder.

Wheels and tyres:

Wheels 6.75 x 17.5 spigot mounted single piece rims.
Tyres 235/75R low profile.

Fuel system:

123 litre (27 gallon tank) mounted offside.

Electrical:

Starter Butec motor
Alternator 120 amp (non-standard). Standard is Butec 55A.
Earth 24V negative earth.
Batteries Lead acid type 655, maintenance free.
Capacity 120Ah.

Performance:

Top speed 67mph.
0-30mph 8 seconds.
0-50mph 18 seconds.
0-67mph 43 seconds.

In top gear:

30-67mph 31 seconds.
50-67mph 16 seconds.

Lowest comfortable speed in top gear is 20mph - very 'forgiving'.

Fuel consumption test:

Terrain Northern Lake District.

| Distance | Used | MPG |
|------------------------|----------------------------|-------|
| 127.51 miles (205.2km) | 6.5 gallons (29.55 litres) | 19.62 |



Make sure of your rights

SMALLER operators often seem very unsure of their rights to information from local authorities. I have, for example, just renewed my subscription to my county council for the committee papers and minutes which relate to transport matters.

The cost is only a few pounds a year. I used to have the papers for the full council, but found them burdensome to read.

For the last few years I have just subscribed to the transport committee and find them a real mine of information. I think it was the Local Government Act 1972 which gave the public the right to attend all council and main committee meetings, and thus the right to purchase the attendant paperwork.

There are items which the council can declare to be exempt, and thus not open to public scrutiny, but these are minimal.

If knowing what the transport policy, or the tendering strategy, of your council is will help you to profits – get on the mailing list for the committee papers. You may also find that, contrary to popular myth, councils do not always accept the lowest tender.

The last few sets of papers received from my local council have all alluded to certain operators from whom tenders will not be considered – yet one never sees this sort of matter reported in the local paper.

Also generally unknown and unused is the provision in the

auditing procedures of local government law which allows any ratepayer to attend on certain days and inspect any contracts, bills, receipts or other similar documents which relate to repayments made by the local authority in the previous financial year.

In the past I have exercised this right and requested sight of all PSV transport contracts. They have been produced without question for me to inspect and take notes. I have not exercised this right since deregulation as the majority of my curiosity is satisfied by reference to the lists of tender awards, number of tenderers and maximum and minimum prices which local authorities are now required by statute to

produce in respect of local service tendering. (But some are still failing to do this and should be called to task for their omission).

I do emphasise though, that the general right to inspect documents can not be employed at any time, only over about three days a year. As it is a part of the completion of audit for the year ending April 5 it falls, in my area, normally about the end of September. So contact your own local authority at once if you want to exercise this right.

Speaking of tendering, a recent local service tender in my area attracted 16 tenderers. The maximum offered was four times that of the 'winning' tenderer. I put winning in inverted commas as I wonder whether he has won anything at all – rather bought himself a 35 pence a mile loss maker!

Crash, bang, wallop: What a headache!

MOST operators will be familiar with this problem telephone conversation – which, as often or not, takes place before the driver has got back to the depot to report the incident: "I have just been involved in an accident with one of your coaches, can you tell me what to do about it?"

Somehow, because we have our names writ large on the front, sides and backs of our fleets, the general public have the idea that we are in the business of advising them about motor insurance procedures.

Normally I manage to remain calm, but on one particularly exasperating occasion I was led to comment: "If I punched you on the nose, would you come and ask me what to do about it? If you think one of my vehicles is responsible for damaging your car, surely I am the last person from whom you should seek advice."

As any insured person well knows, liability should never be admitted in these

circumstances. It is difficult, and perhaps even pointless, to discuss the incident without knowing the other side of it. Yet to make the sort of comment which I quoted above is not really helpful.

Insurance companies also normally require that there is no written communication between parties to accidents. However, when I explained to my insurance broker that the public sought advice and discussion, simply because, unlike most vehicles on the road, our name is highly visible and we are therefore contactable, he

agreed a standard letter which we could send out in these circumstances. It is reproduced in the panel below.

If operators want to adopt it I do suggest that they clear it with their own insurance advisers first. I can only say that I have found it far easier to simply reply to these phone calls by asking for the name and address and promising to write.

This cuts the conversation time down, preserves good public relations and avoids all the hazards which can be generated from this sort of discussion.

*Re: Accident involving your vehicle _____
and ours _____ on _____*

With reference to your telephone call (or visit), we are not able to offer advice on how you should proceed. Your own insurance company or broker should be consulted.

We make no admission of liability whatsoever. Any claim made against us should be submitted in writing, with an estimate of any repair cost, to our address as above.

Yours etc.

Don't work for peanuts

ALTHOUGH there are always idiots who will work for peanuts, I continue to believe that there is plenty of work at good prices now for those prepared to grasp it.

The letters column of this journal alone indicates that the worm may be turning and that tour operators can no longer get away with dictating silly low prices to we operators.

Yet there are still some among us who have not grasped the elementary principle of supply and demand – that prices can be increased when the market is buoyant.

A well known large operator recently said to me that he did not want more work, he was turning lots away, he just wished he could be 10 percent more for the work he was doing. It beats me why he does not just increase his rates.

EVERYTHING YOU SHOULD LOOK FOR UP FRONT



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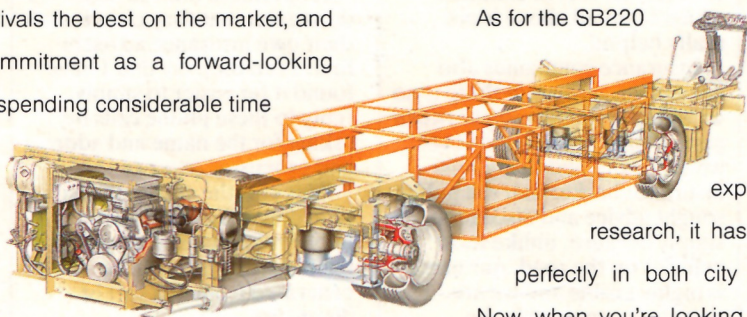
Our product range rivals the best on the market, and that's because of our commitment as a forward-looking manufacturer dedicated to spending considerable time and money on research and development.

A commitment that, over the years, has been manifested in the opening of a dedicated bus and coach assembly plant in Eindhoven, and in technology such as T.S.D. (Total Structure Dynamics), ATi (Advanced Turbocharged Intercooling), and culminating in the unique SB220 City Bus underframe.

T.S.D. is, without doubt, the most significant development in bus structural design for decades. A multi-million pound investment that has produced the perfect integrated sub-frame unique to DAF.

Of equal importance is ATi, a driveline philosophy that's already shown itself to be a major factor in achieving optimum fuel economy.

As for the SB220



City Bus, it is an entirely new concept in bus engineering and design

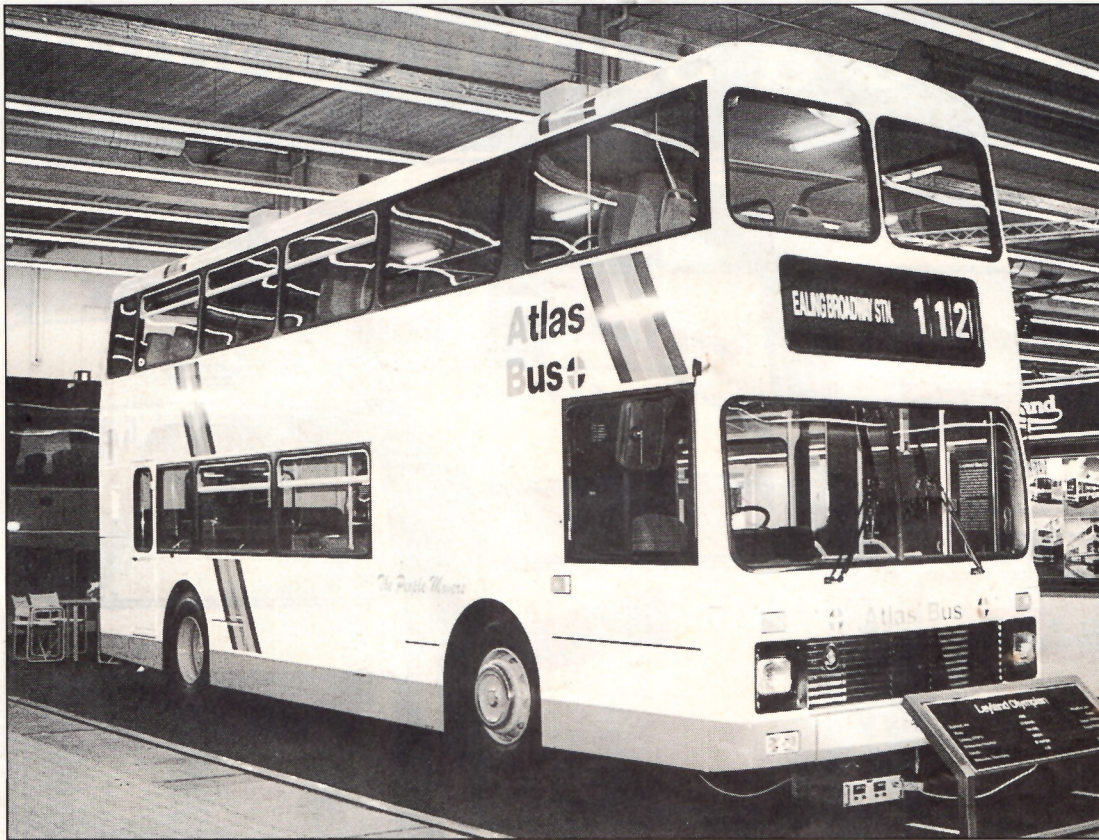
A result of massive expenditure and nine years research, it has been built to handle perfectly in both city and motorway conditions. Now, when you're looking for everything up front in a bus or coach, and you see the DAF badge, you'll know the vast depth of commitment and research that lies behind it.



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SHOW REPORT



First ever overseas exhibition of a Northern Counties body.

HANG ON FOR THE NEXT DECADE

THE biennial Frankfurt Show is the largest in Europe. It covers all kinds of vehicles and components, spread through a dozen halls. Some of those have two and even three levels. means that manufacturers are limited in available space. For the bus and coach industry, there is a great deal to be said for the less frantic pace of dedicated shows, like Kortrijk, RAI and the BCC.

On the other hand, Frankfurt is a showpiece of a very strong motor industry. It probably attracts considerably more international customers than any other automotive exhibition. So it is a show where product concepts and themes can reach a vast audience.

Car Curbs

It was significant that some of the heads of the German car

Frankfurt is the showpiece of a very strong motor industry, attracting more international customers than any other automotive exhibition. Doug Jack reports on exhibits of interest to the coach industry.

industry stated, on the press day, that the use of cars in city centres will have to be curtailed, certainly by the year 2000.

There are few countries where one's car is more of a personal right and status symbol than in Germany. Look how they have resisted attempts to introduce maximum speed limits on the autobahn network.

If politicians are going to succeed in restricting cars, yet remain popular with the car-owning electorate, the alternative is going to have to be first class public transport systems.

The thoughts in Frankfurt were that buses and coaches will play a major part in these policies. Similar views have already been expressed by Pehr Gyllenhammer, chairman of Volvo, who thinks that cars will have to be banned from city centres.

This groundswell will gather momentum and all the major European countries are going to have to take action. Hence the encouraging headline to this article!

New Buses

The major innovations at

Frankfurt were on buses, rather than coaches. The Germans have been striving to bring down floor levels in urban buses, to make them accessible to disabled passengers, including those in wheelchairs.

Oddly, there are extensive and modern tramway systems in several German cities.

Although the trams are fast and smooth, the entrance steps are far steeper, and the floor much higher, than on any bus.

Most German manufacturers now offer low floor buses alongside their previous models, which remain in production and are less expensive.

MAN and Neoplan already have low floor designs. Both have engines which are mounted vertically in line in the offside rear corner, driving straight forward to the rear axle. Both designs involved extensive

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SHOW REPORT

differences from the high floor models with horizontal under-floor rear engines.

Clever Mercedes

Mercedes have had the 0405 bus for a number of years. The interior floor is 710mm (28in) high, until just ahead of the rear axle. It is then ramped gradually to rise over the axle and the horizontal underfloor rear engine.

The new 0405N low floor option is a most ingenious design. The engine is moved sideways, still horizontally, into the offside rear corner. The differential is also relocated to the offside, in the style of some British double decker axles.

On the 0405N this facilitates a floor only 370mm (14½in) high. It rises slightly over the rear axle, but an optional rear door can be fitted, at the same step height.

This clever solution means that 98 per cent of parts are the same as on the 0405. It is bound to be a strong selling point with fleets where the 0405 is already well established.

The standard Mercedes bodysell remains the same, so that the 0405N has even more interior headroom. Another welcome feature, for passengers in wheelchairs, is an extending ramp, which bridges the gap between the centre exit and the pavement.

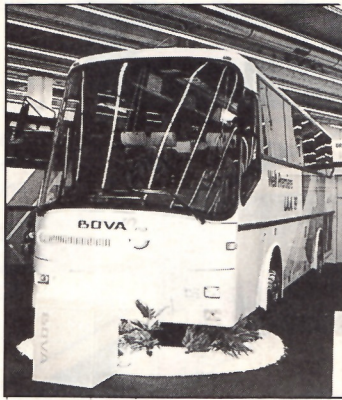
Another totally new model was the 0408 inter-urban bus, designed for a dual purpose applications. Mercedes Benz report a growing demand for a vehicle which can be used on regular service during the week and on excursions at weekends.

The 0408 is a low height model, with soft draft-efficient frontal styling. The engine is mounted horizontally at the rear, with a modest amount of underfloor locker space, just ahead of the central exit. Other features in this model include bonded side glazing and coach type seating.

DAF Debut

DAF and Den Oudsten combined to show a totally new concept, based on the SB220 rear engined chassis.

Den Oudsten had built a stylish body, 11.97 metres long, designed to meet urban and inter-urban operations. Therefore, it did not take full advantage of the low frame height of the SB220. Instead, there are two shallow steps,



10.4 metre version of the BOVA Futura.

both at the single width front entrance, and at the double width centre exit. Apart from that, the floor is ramped only gradually to clear the engine.

Personally, this arrangement seems more passenger friendly than the two large internal steps, immediately ahead of the rear axle, on the Optare body on the same chassis.

Den Oudsten's design was striking from a number of points. First of all, most of the structural strength seems to rely on four large hoops, immediately behind the front door, either side of the centre exit, and at the very rear.

The exterior design is both striking and aerodynamic. Light corrosion-free polyester panelling is used for the roof, sides, front and rear ends. DAF claims this material can be repaired very easily in the event of a minor scrape.

The skirt panels on the exhibition model were finished in a contrasting grey colour, and are easily detachable for replacement purposes. Bonded glazing gives a very smooth appearance to the side panels. Den Oudsten claims they will

make ideal space for advertising material.

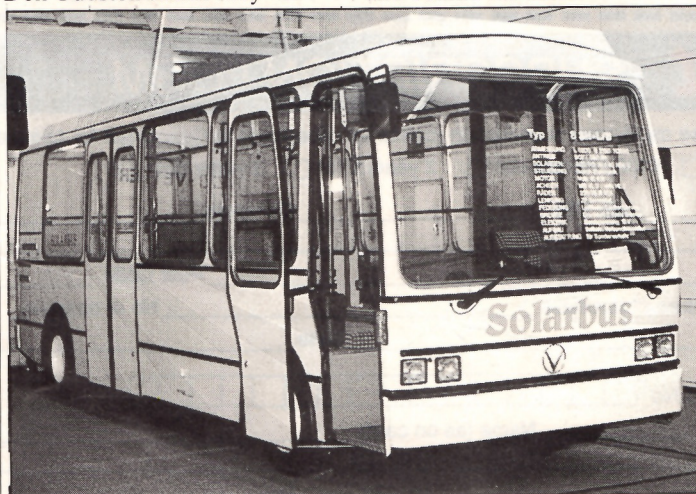
The frontal appearance is striking. The double curvature anti-reflective screen rakes quite sharply towards the roof, and should therefore help aerodynamically. On the other hand, it may be the reason why the front entrance is restricted to single width.

Internally, the bus has been built to a very high standard. Considerable thought had been given to the driver's compartment. The whole area looked as though it had been neatly and carefully designed from the proverbial clean sheet of paper.

The prototype was designed for 54 seated and 32 standing passengers. The seats were finished in heavy duty plastics with bonded moquette backrests and squabs. Hans Houtsma, general manager of DAF Bus, said that production models will have seats cantilevered from the sides of the bus. This will make it much easier and quicker to clean the interior.

Perhaps in deference to the growing "Green" lobby in Europe, the DAF/Den Oudsten prototype had been painted in a brilliant turquoise. It was just one of the indications of the much greater level of awareness of Green matters on the continent.

For instance, Setra showed its new S300N low floor bus, which was the logical development of the concept bus, shown two years ago at Frankfurt and again at IVA at Hamburg last year. It has an "easy-to-recycle aluminium body". This low floor design offers three double width doors, ahead, between and behind the axles.



Vetter Solarbus has solar panels to boost battery power.

Neoplan news

Neoplan demonstrated its MIC - Metroliner in Carbondesign - which has now become a family of models. One was dramatically mounted at an angle of 30 degrees so that visitors could walk underneath and examine the construction. It was quite amazing.

The entire underside was smooth and flat. Apart from the axles, it was as clean as the roof of most buses! There was no sign of any of the cables and pipework which one would normally expect to see underneath a bus.

Neoplan also introduced a smaller version, known as the MIC4008. It is 7.80 metres long, using many parts in standard with the longer MIC4012. One short prototype was equipped with a BMW 2.3 litre turbo diesel, developing 125 bhp. Other interesting features in the specification were automatic transmission, four wheel disc brakes and independent suspension, at the front and rear.

Neoplan says this configuration is under test, but the midi can also be delivered with Mercedes, MAN or KHD engines.

A second MIC prototype was fitted with an electric drive. Nickel-cadmium batteries enable it to be driven up to 4.5 hours without recharging.

Neoplan also announced that they plan to offer a full 12 metre version, with three doors along the side. Bob Lee, technical director of Neoplan, said they were delighted with the progress which had been made and intend to go into volume production with about 100 vehicles next year. Berlin is one of the major customers. Bob Lee said: 'We now believe that we have a three to four year lead in this kind of technology. It is familiar in the aircraft industry, but this is the first time it has ever been applied to buses.'

While there were few totally new models among the coach exhibits, there were many interesting refinements.

Short Futura

BOVA launched a 10.4 metre version of the Futura. It has been designed for operators who carry smaller parties or who run regular tours to areas where access for a full size coach is restricted.

SHOW REPORT

Wolf Lijmer, managing director of Bova, was at pains to point out that the structural design was totally new, while utilising as many standard parts as possible. 'It is not a 12 metre Futura with a piece chopped out. Because of the different stresses, it has been designed from scratch.'

BOVA first appeared at the Frankfurt Show in 1985 and has sold nearly 200 coaches to German operators since then. Lijmer said the earliest models nearly all had Mercedes drive lines, but a very high percentage of recent deliveries are now based on DAF units.

One full size Futura had been sumptuously fitted out as an executive coach. Unusually, the secretarial and kitchen area had been mounted at the front, immediately behind the driver. This effectively cuts out forward vision, through the windscreen, for passengers.

The seating area was divided into two compartments. Among the many high quality detail features were small personal video units. Each passenger could have his own screen and headphone, therefore each could watch different programmes. The screen is hinged, underneath the rack. When pulled down, it switches on automatically.

MAN's own range of integral coaches has been face lifted. The front end is now more round and aerodynamic, and has lost the severity of the earlier SR280 model. MAN also showed a new line coach, designated UL242 and intended to compete with the Mercedes 0408.

Decker Power

Setra had four coaches on display. The S228DT double decker now comes with the Mercedes OM442LA turbocharged engine, which produces a thumping 480 bhp. The new ZF eight speed manual gearbox with automatic gear selection, (AVS) is standard, as is air conditioning.

Among the detail improvements on view in the Setra hall were a newly designed walk-in galley area, situated next to the centre exit stairs on high floor versions of the popular S215 range. Production of the 200 series was expected to pass the 23,000 level during the Show.

Neoplan also showed a number of detailed



MAN UL242 line bus bears strong family resemblance to the coach range.

improvements. The popular Skyliner, now in its 25th year, has been modified to offer the option of increased luggage accommodation. By moving the staircase forward by one row of seats, almost the whole of the area over the engine and rear axles is available for luggage.

One completely new model came from the small specialist German builder, Drogmoller. They have long been famous for their distinctive styles, including ramped theatre type seating. The new E430U Super Comet has a sunken driving position, underneath the main deck.

Built to an overall height of 3,800mm, the most striking feature of this design is the incorporation of a sloping window rail.

Volvo Leyland

The most prominent vehicle on the Volvo stand was a Leyland Olympian, bodied by Northern Counties for Pan Atlas Leisure. It will be used on tendered services in the London

area.

Larserik Nilsson, president of Volvo Bus Corporation, said that Volvo, as a chassis manufacturer, viewed Frankfurt as the ideal venue to show ideas to visitors from other parts of the world.

It is almost impossible for Volvo to penetrate the German market, which is so committed to complete integrals, whether buses or coaches.

The Olympian, and the double deck concept, were well supported by video displays and by literature which had been translated into German.

Avtomontaza of Yugoslavia exhibited a neat 31 seat midi coach, based on MAN running units. A spokesman on that stand said they were in active negotiations regarding the British market, and may also consider bringing in service buses.

Computer styling

Among the many accessories, perhaps the most interesting

idea came from Mercedes Benz. Taking full advantage of the rapid development of computer technology, they have set up a new design system, which helps customers to choose the specification of a coach.

Using three monitor screens, various designs for the exterior and interior can be drawn to the customer's precise requirements.

It is interesting to reflect on the Frankfurt Show and the possible connotations of 1992.

It is a showplace for the large and powerful German motor industry, not just the manufacturers of vehicles, but the hundreds of component firms who support them.

Those manufacturers seem to be highly successful at protecting their own large market place, mainly through product quality and good service. Frankfurt is also an occasion for them to sell their products to visitors from all over the world.

On the other hand, for the non-German manufacturers, it is, and will continue to be, a struggle to sell into West Germany. There are some cracks appearing, for instance the modest success of BOVA, and the continued supply of Scania running units for Neoplan coaches. There is a shortage of skilled labour, and costs are rising at an uncomfortable rate.

Even so, one is left with the inevitable impression that, for all the other European manufacturers, Germany is, and will remain, the hardest sales target of the lot.



Fabulous paintwork on an Ernst Auwärter coach.

FLEET UPDATE



Another DAF for Sharrocks

Another DAF has been delivered to Sharrocks Coaches of Westthroughton, Lancashire. Again, the DHTD chassis with rear engine has been chosen with Plaxton low driver bodywork.

The specification includes power pivot door, full integral lockers, 57 seats, carpeting and full draw curtains.

Hughes DAF, Cleckheaton, supplied the vehicle painted in Sharrocks new livery.

Top coach for soccer team

A new LAG Panoramic integral, painted in team colours, has joined Ipswich Town Football Club to provide transport for players and officials.

The coach has been extensively modified to provide two passenger compartments separated by a sliding door. In the centre of the coach is a fully-equipped servery with two refrigerators and a microwave. There is also a washroom, a full-height hanging wardrobe, and Bosch intruder alarm.

There are many standard LAG features including DAF engine and ZF gearbox.



Cooks go executive

The Moseley Group has supplied Bill Cook of Cook's Coaches, Southend with his first Bova Futura.

The DAF powered integral is to Bova's more popular specification of 49 seats and sunken toilet offside amidships with manual continental door and stepwell.

FLEET UPDATE

Van Hool is highest spec

This undoubtedly impressive high bodied Van Hool Alizee was supplied by Arlington Bus and Coach Sales. Mounted on Volvo B10MT chassis, with the THD102KD 340 bhp intercooled engine and G7 EGS gearbox, it has entered service with E Rothwell Ltd of Heywood, Lancashire.

The comprehensive specification incorporates roof mounted Suttrak air conditioning, 48/50 Labellux reclining seats, toilet, Webasto, double glazing, Tempo 100, 500 litre fuel tank, video and TV facilities and centre continental door.



Dapper Dennis duo

Two Dennis Javelin 12 metre coaches have been delivered to Owens Coaches, Oswestry, Shropshire. Supplied by Yeates in dealer white, the

customer is to apply his own livery.

Duple 320 SL bodywork is fitted with 57 reclining seats, soft trim, radio/PA/cassette.



Cheers for Cavalier

Cavalier Coaches of Ramsey has recently taken delivery of this Jonckheere Deauville coach based on the Volvo B10M GL mark III

chassis.

The vehicle, fitted with 51 Vogel reclining seats, full draw curtains, a rear sunken toilet and driver's sleeping compartment, is to be used on Cavalier's new 'Five Star' service.

Havelet Leasing Ltd handled the finance arrangements and Mr and Mrs Crutwell are seen accepting the new coach from Mr Andrew Lewis.

reduce the driver's workload. The Beavers are being introduced to improve service levels, while at the same time reducing operating costs.



Beaver buzzes north of border

This Reeve Burgess Beaver bodied Renault S56 is one of four to enter service with Fife Scottish Omnibuses on its Dunfermline Buzz Bus

network.

The 25 seaters with soft trim throughout are equipped with automatic gearboxes to eliminate clutch wear problems and

PARRY'S - EXCELLENCE EXCEEDS EXPANSION

WALKING into the Cheslyn Hay booking office of Dave Parry's holiday company is a pretty impressive experience.

A bevy of beautiful girls, resplendant in businesslike uniforms, are there to greet the visitor – and the whole system oozes sheer professionalism.

Dave Parry's female staff divide their attention between 'manning' the booking office and acting as couriers on the company's tours. And as one said to me: 'We go out on tour so we know what we're talking about.' No arguments there!

The Dave Parry booking office has recently been refurbished in a very businesslike white and red, roughly corresponding to the company's corporate livery of red and gold. And the girls are dressed in smart uniforms of black skirts and white blouses with red neckties.

According to Dave Parry: 'I think we were the first one with Distinctive Systems' multi screen computer booking set-up.' The company has no less than eight monitors – coupled to Distinctive Systems' tour programme. It handles booking, invoicing, receipts, mail shots, rooming lists and seating plans.

Tyrol

Although Janet Johnson is employed in the office on occasions, she is usually working on the company's continental programme – as is Claire Laine. Claire is based at St Anton in the Austrian Tyrol and during the main season between May and October she spends five nights in Austria and two overnight stops each way in Germany.

Dave Parry Travel now operates its own fleet of eight touring executives and enjoys an annual turnover of £2 million. As Dave Parry, now sole proprietor, told me: 'It's a nice size to control – we don't intend to grow any more, but to increase the quality of our

Professionalism oozes from every pore of the Dave Parry Travel set-up. Cheap tours mean cheap customers, says the man at the top, and that's something he won't stoop to. Staff writer Rod Davey meets Dave Parry and finds a company where excellence comes before expansion.



Dave Parry's female staff divide their attention between 'manning' the booking office and acting as attractive couriers on the company's tours.

product further.' He is also intending extending his effective touring season throughout the full 12 months of the year.

And Parry's upmarket niche is reflected in its vehicle purchasing policy. In March of this year the company acquired two new Neoplan City Liners from Carlton PSV. Parry said: 'They are one of the most expensive builds available in the country – and they've got everything.'

The Stuttgart-built machines cost £160,000 ex-VAT. The specification includes 48 recliners, fitted kitchenette underneath the high floor in the

centre continental door well, a table above the kitchen, two front tables, centre-sunken toilet in unusual continental colours, air conditioning, microwave, driver's bunk and full video equipment with a compact lockable video player compartment.

The kitchenette contains a fridge and freezer, coffee machine, sausage boiler, sink, and there's a rubbish chute nearby in the side of the sunken centre aisle. Neoplan seats are fitted with ashtrays (which never contain ash), magazine nets, seat-back tables with cupholders and adjustable

footrests. Over the seats are individual volume controls, lights and hostess call buttons. Ambient temperature is computer-controlled.

Chassis sub-frame specification includes a Mercedes V8 343bhp diesel engine with twin after-cooler, seven speed ZF gearbox, Telma, ABS, an Isri air-suspended driver's seat and a fully adjustable steering wheel.

Additionally, the company has two new Neoplan Triaxles on order, but with the V8 turbocharged engine. Parry told me he preferred this variant as it was quieter than the V10 and gave him a commonality of parts with his existing Neoplans. In addition, Parry operates a Mercedes 0303 and three Volvo B10s, MkIIs with 310bhp engines and intercoolers, with Jonckheere Deauville bodywork. He told me he needs big-engined vehicles to run the air conditioning.

Sold

However, he admitted that one Volvo did not have air-conditioning, but added it was due to be sold this winter. On a critical note, he said the Volvos fell down on luggage space when compared to his German integrals. The company also runs three minicoaches, a 24 seat Mercedes 609D, a 12 seat Mercedes 307D and a 12 seat VW – but they are only used on tour feeder services.

Originally Dave Parry Travel was founded by Dave and his ex-wife Gail, in December 1973 with a Ford Transit minibus. Both are still good friends, and Gail is now running her own coach tour business in York.

In June 1974 the company bought its first coach, a Duple-bodied Ford, and added further coaches until it was running a total of 10 Fords. As well as running private hire and contract work and its own excursions, the company started its own tour programme in 1977. ▶

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1979 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats, MoT 23.06.90.

1979 LEYLAND LEOPARD Duple Dominant, semi-automatic, Mark II, 47/49 seats, choice of 5

1978 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats, MoT 23.04.90.

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1974 BEDFORD PJK Duple 29 seats.

BRISTOLS

1974 BRISTOL LH401, Plaxton, 43 seats.

1968 BRISTOL RELL Gardner engine, ECW, 53 seats.

FORD

1977 FORD R1114 Duple Dominant, 51 seats.

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PROFILE

Parry told me: 'The initial problem was one of marketing the new tours – which we got round by relying on word of mouth locally.' So satisfied customers, from the company's private hire and excursion work, were encouraged to spread the word. In the first year of tour operation, Parry operated British weekends and London weekends.

He told me the London tours were a 'terrific success' and in the first two years over 350 people travelled on such tours – on Ford 53-seaters. Every week the company were running trips to London and getting repeat business for longer tours and different weekends.

Continental touring started at first with the obvious destinations such as Paris and Amsterdam, developing into longer tours to Switzerland and the Rhine Valley. The company followed this with what is probably its biggest touring success story – Austria, but added different destinations as the years rolled on.

Direct

DPT books all its hotels direct, avoiding paying commissions to booking agencies. In addition, the company's excellent colour brochures are produced in-house, and are written, designed and laid out solely by Parry.

In 1981 he ran a tour to Miami – feeding the airport and booking the airline, hotels and coach transfers for the other side of the Atlantic. The company sent its own courier with the party.

Parry told me: 'Although the tour was a success we don't generally operate one-off trips, mainly because they take more work to organise than a series.' Despite asserting that there are people who specialise in such markets, he said one spin-off from the experience was the company now operates regular coach/air holidays every week to Jersey.

Saying that Jersey might be expensive for the customer to reach, but once there travel incidentals were cheap, Parry added: 'The holiday also brings in customers who do not normally travel by coach.' Parry's gets the same spin-off benefits from its weekend trips – and follows this up with an



Dave Parry says: 'Although many operators are basically bus enthusiasts, at the end of the day this game has to be a business'.

upmarket atmosphere in which smoking is completely banned.

I asked if this caused booking problems, but he said not. Apparently, smokers travel with the company, after signing a no-smoking declaration on the booking form, and 'really enjoy a cigarette when we stop for a break'. And as the company's policy involves overnight stops, without through the night shuttle travel, there is no real reason why smokers should not enjoy such trips.

In the recent past, DPT used another way of promoting its holiday programme – by hiring nightclubs and selling inclusive travel to the venues. The company has hired Jolees in

Stoke, the Night Out in Birmingham and many other clubs on such occasions. Sometimes the whole exercise has involved 18 coaches hired in for the promotion, for example during an evening's entertainment with Cannon and Ball.

However, DPT does not undertake such work any more as its vehicles are tied into the tour programme for most of the year, although they sometimes consider it in the winter.

Dave Parry is an ex-speedway rider. However, he finished racing in 1973 – but was manager of the Wolverhampton Speedway track until 1978. This meant he was running the track

at the same time as he started his coaching business. He was heavily involved in the sport for some time and was responsible for introducing the current world speedway champion Hans Neilson to Britain.

This activity obviously could not be done without keeping the coach operation within a controllable size, so I asked him how a small tour company could become successful. He told me: 'We sell direct and buy direct – creating not only cost savings by dispensing with agents, but improving our image with the customer. When booking, customers only deal with our staff, so they receive better holiday information', he added.

With vehicle image DPT has always striven to place itself at the top of the market. Parry recounted the company buying the first production models of the ill-fated Volvo C10s, which in his words was 'the greatest failure in Britain'. Although it was a 'wonderful machine which still outdates most coaches available today' – the Swiss-produced machine was found to be too expensive to build.

Dave went through the machine's features with me, including a good driver position, 310bhp intercooled engine, air-conditioning, three videos, toilet, 'fridge, drinks machine, central locking, Webasto



The company's top of the market work is exemplified by this £160,000 Neoplan City Liner – providing customer care to a high standard.

heating, Voith retarder and full tool and spare kit. 'In fact, you name it and the Volvo C10 had it,' he said, regretfully adding: 'It was Volvo's decision, so C10 owners could not do anything about it.'

Leasing and hire purchase arrangements for coach purchase are definitely infra-dig with Dave Parry. He said: 'We pay cash for most purchases and use bank loans only when absolutely necessary. We believe in steady growth rather than going berserk,' he added.

And success is not just a matter of nuts and bolts to Dave Parry. He is justifiably proud of his well turned-out staff.

Poach

'Competitors do try to poach our staff, but the staff get together here in the right environment.' He added that his staff qualities were integral to the DPT operation. One reason was 'staff can take customers into any of our hotels and not feel ashamed of the operation'.

In this general qualitative direction, Parry told me he was reducing seating capacity to 48 next year and had plans to reduce this to 44 in the near future.

The company's summer tour programme takes in Yugoslavia, Austria, the Black Forest, Rhine Valley, Moselle Valley, Lake Garda and Berlin. At the same time, DPT operates mid-week breaks to Paris and Amsterdam and British weekend tours – in association with Hilton Hotels. As Parry said: 'We pick the destination to pick the client. If you do cheap tours, you get cheap people.'

For the future, DPT is looking at operating experimental one-off tours to look at the feasibility for future series. Not that such work is especially urgent, as the company's 1989 programme was fully booked when I visited the Cheslyn Hay office. However, a 70 per cent repeat business does mean the company has to continually look for new client bases.

On price differentiation, Parry told me he would never consider dropping the price to marginal cost in the rare event of a badly patronised tour, as this was 'unfair to the customers who had booked early and paid the full fare'. It was all about giving people 'good quality,



Superb coachlines extend to the rear aspect of Dave Parry's Neoplan City Liners.

'We pick the destination to pick the client. If you do cheap tours, you get cheap people.'

good service and good value for money' he said.

Not that 'value for money' meant 'cheap', stressed Parry, citing his 'Mayfair Weekends', with good theatre seats and unlimited champagne as an example. These were at a higher price to the usual London weekends, but still represented good value for money. Parry said: 'If it's something they want to see, like 'Phantom of the Opera', people will go out of their way to see it. And they'll want special treatment on the way there and back,' he added.

On brochure production, Parry admitted he always writes it with the woman in mind. 'It's

always the wife who decides,' he said, 'And the crafty ones make the men feel that they've made the decision.' As an example he quoted the use of a picture of the Orient Express, stopping at the company's destination of St Anton in Austria. 'I always go for romantic imagery,' said Parry.

In the winter DPT has enough work in the UK and the near continent to avoid what Parry described as the dangers and problems associated with skiing holidays. 'Road conditions and low temperatures make this a specialist market,' he said. Instead, the company sticks to its British weekends and trips to Amsterdam and Paris.

In addition, the company now operates a six day tour to Berlin, together with mid-week British tours to the Isle of Wight, Bournemouth, Falmouth, Torquay and the Lake District – together with a Christmas and New Year programme.

Were there any plans for expansion? 'It's no good growing too big as you lose control of the business – the only instance I can think of where growth has actually worked is with Marks and Spencer,' said Parry. In fact DPT only employs eight full-time drivers, with six regular part-time drivers.

'They've got to have a good personality,' Parry told me. There was no problem in the recruitment of good drivers as the type of work, pay, excellent coaches and conditions combined to ensure this. He added: 'It is not very often a driver leaves the company.' However, the drivers have to prove they are capable of doing the job – no easy task for, as far as Parry was concerned: 'They're not only representing the company but Great Britain as well'.

Accounts

The company employs an outside accountant who visits the firm twice a month. Accounts are filed monthly as Parry said: 'It is important to know exactly where you stand at any given time.' In line with modern thinking the exercise includes a review of turnover on a rolling basis, with 'profit required' projections for the coming year and beyond. 'Although many operators are basically bus enthusiasts, at the end of the day this game has to be a business,' he said.

Although equipped with a clean and tidy modern workshop and depot in Cheslyn Hay, the company does not employ a full-time mechanic. Instead, it employs a 'very reliable' self-employed mechanic who is engaged on through-the-night servicing. 'Other work is under warranty due to the low age profile of the fleet', said Dave.

Other operators may be well advised to emulate the example of Dave Parry Travel. 'In fact,' said Parry, 'Many do – right down to the small print in our brochures.' ■

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Three month reprieve for Sheafline

THE 20 vehicle PSV operator's licence held by Sheafline (PSV) Ltd, of Sheffield – the company formed by a co-operative of former South Yorkshire Transport drivers and engineering staff – has been revoked on maintenance grounds, by the North Eastern Traffic Commissioner, Mr Frederick Whalley.

However, the Commissioner has directed that his decision will not take effect for three months, to give the company an opportunity of negotiating with Drawlane subsidiary North Western Road Car Co Ltd, or anyone else, prepared to take it over.

Sheafline, which had applied to increase the authorisation on the licence from 20 to 32 vehicles, appeared at disciplinary proceedings in Leeds. Department of Transport vehicle examiner Mr Norman White said that in June he examined 10 of the company's vehicles, issuing six immediate prohibitions, two delayed prohibitions and nine defect notices.

A further vehicle failed its annual test for a number of items. The condition of the vehicles indicated little or no preventative maintenance was being carried out.

There were no inspection reports since January for 50 per cent of the vehicles operated. No records of safety inspections were available and the wall chart in use was not up to date. The only records available were of remedial maintenance.

The company had a staff of five skilled fitters and one bodyman, said Mr White. He had been informed that inspections had not been carried out due to the number of breakdowns that had been experienced.

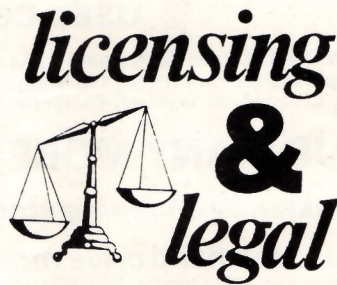
Sixteen vehicles were required to meet the company's service requirements, which seemed to take precedence over vehicle inspection. The standard

of inspection was poor, as evidenced by defects that should have been discovered during driver inspections.

Mr White agreed with the Commissioner it was more than likely that the maintenance arrangements were not geared to the intensity of local service operation. He said the vehicles he had picked for inspection were all the vehicles where no inspection records existed.

Questioned by Mr Michael Waller, for the company, Mr White said he believed the company's engineer had been replaced somewhere around the beginning of the year. He had no criticism of the facilities at the company's Tinsley operating centre or of the number of maintenance staff. He agreed that when preventative maintenance fell to a level where breakdowns were above the norm, there was a temptation to concentrate on repairing broken down vehicles. However, that was misguided, said Mr White, as it became a vicious circle in that when broken down vehicles were repaired, vehicles whose inspections had been missed started breaking down.

Traffic examiner Miss Anne Devlin said she visited Sheafline following the company's request to cease operating a Rotherham hospital service. The service was



**WEEKLY REPORT
ON LAW**

AND THE

**COACH OPERATOR
By Michael Jewell**

not to stop until July 19, but it had been brought to the Traffic Area's attention that operation had been sporadic from the beginning of June.

The company explained that during the fleet inspection, the vehicle examiner had put six vehicles off the road, and that had been compounded by having to produce 10 vehicles to the test station for inspection. They had to look at which service they could let go. The Rotherham hospital route was served by other operators.

They had informed the PTE of their problems. There had also been staff shortages at the

time due to holidays and sickness.

Questioned by the Commissioner, Miss Devlin said the service had been 'hit and miss' between the time Sheafline had applied to cancel the registration and July 19. She agreed she was saying that the company had 'jumped the gun'.

In reply to Mr Waller, Miss Devlin said she had gained the impression that Sheafline had been trying to do what they should have been doing.

Mr Waller said Sheafline had started operating on September 26 1988. It had been formed with 27 shareholders and the ethos of the enterprise was very much a co-operative of former employees of South Yorkshire Buses.

These sort of problems had almost been inevitable, as there was no proper pyramid of power, said Mr Waller. There was no built in system for checking that the various functions were properly performed.

At the very last minute the person with engineering experience dropped out. As a result, a fitter was put in charge of the engineering side. When the person concerned sent a vehicle for annual test with such things as broken springs, it was realised that he was not up to the job.

Consequently, he was replaced by a Mr Tesh. Again, there had been failures on Mr Tesh's part, and he had now been moved from that role.

The four directors of the company accepted that it was a failure on their part not to have an adequate system of checking. There had been a failure by management to properly supervise the engineering department. One problem was that none of the directors had an engineering background, and they had allowed the engineer to get on with it. They now realised that that was a wholly unacceptable situation.

Licence curtailed

THE vehicle authorisation on the PSV operator's licence held by Rosemary Wilson, trading as Inverclyde Transport Services, of Virginia Street, Greenock, has been curtailed from 12 single deckers to 10, by the Scottish Traffic

Commissioner, Mr Hugh McNamara, following a Glasgow public inquiry. In addition, the Commissioner has cut the duration of the licence so that it now expires on August 30 1990, instead of on April 30 1991.

The company had difficulties from day one, said Mr Waller. When it acquired vehicles from Kirkby Central, they were all supposed to be roadworthy. However, not all the vehicles made the five mile trip between Kirkby Central's premises and Tinsley.

One vehicle was off the road for six weeks. Consequently, the company had been in a 'fire engine' situation from the start. The situation was exacerbated when vehicles ran on a route where wrongly designed 'sleeping policemen' had been installed.

That led to four vehicles coming off the road with broken springs and exhausts the day before the vehicle examiner's visit. It was now accepted that the 'fire engine' approach was a fallacious one, leading to a vicious circle of increasing breakdowns.

Mr Waller said Sheafline operated four routes in Sheffield and it had operated one in Rotherham. When the company began the Rotherham

hospital service, South Yorkshire Transport diverted extra resources on to the route. By June, South Yorkshire was operating six buses past the hospital and Sheafline was carrying very few passengers. The route was a dead loss to the company, and it gave notice of deregistration the same day as the fleet inspection commenced.

In the wake of the prohibitions, Sheafline did not have enough vehicles to operate its services. A decision had to be taken which service to sacrifice to maintain its service to the travelling public.

What the company should have done was to contact the Traffic Area Office, explain the situation, and ask for dispensation to discontinue the service. Strenuous efforts were made to hire in vehicles. There was no chance of hiring from Sheafline's competitors, and other operators wanted a minimum hire period of six months. The company had not wanted to commit itself to the cost of that, when the service

was only going to continue for six weeks.

Sheafline had not just stopped operating the service, said Mr Waller. Efforts were made to cover for the staff and vehicle shortages.

However, it was accepted that there were many failures on the Rotherham service and that operation was 'hit and miss' for many weeks. Ironically, in the sixth week of the notice period the service was almost back to normal.

In May North Western Road Car became involved, following an approach from Sheafline. The directors of Sheafline were concerned about the financial performance of the company and about the engineering side. They felt that they were having an inordinate number of breakdowns and they wanted to get some engineering expertise, as well as financial expertise, into the organisation.

Following discussions, North Western agreed to acquire 75 per cent of the equity in Sheafline. However, following notification of the present hearing, North Western took legal advice and decided to await the outcome of the proceedings before deciding whether to sign the agreement.

If the agreement went through, to all intents and purposes the company would become a subsidiary of North Western and would be controlled by North Western. The North Western maintenance documentation, based on the NBC system, had already been introduced into Sheafline.

North Western had felt that Sheafline was a good business venture for them, feeling that there was a good 'heart' to the company.

Mr Robert Gregory, managing director of North Western, said his company's involvement with Sheafline started on May 23. If they purchased 75 per cent of the equity, they would have managerial control through appointments to the board. They would not be interested in acquiring 75 per cent of the shares if the licence was curtailed to a period of less than six months. They were looking for a minimum of six months to establish the engineering side and develop the company.

In reply to Mr Whalley, Mr

Gregory said a qualified chief engineer would be transferred from his own company. They would go through the Sheafline workforce and sort them out, to ensure that the correct procedures were followed on the engineering and traffic sides, once the agreement was signed.

North Western would put in its own transport manager and senior officers. North Western staff had been visiting Sheafline two to three times a week to keep an eye on them until the present hearing.

Mr Jeffrey Holland, managing director of Sheafline, said he was very confident that it was now set up in a way that would prevent any recurrence of similar problems. They had realised for some time that they needed someone who was qualified on the maintenance side. They had been trying since January, but could not get anyone to come to a firm set up like Sheafline.

Mr Holland said it was not the intention to have 32 vehicles on the road at any one time. All they required was 22 vehicles on the road. They had applied for additional authority after they had put in for another tender.

Questioned by Mr Whalley, Mr Holland agreed that Sheafline had only got licence authority for 20 vehicles. He said the company had an agreement with North Western to use two of their licence discs.

After Mr Whalley said they could not do that, Sheafline were the operators, Mr Waller said they were hiring arrangements where the vehicle and licence remained that of the owner. They were complex regulations.

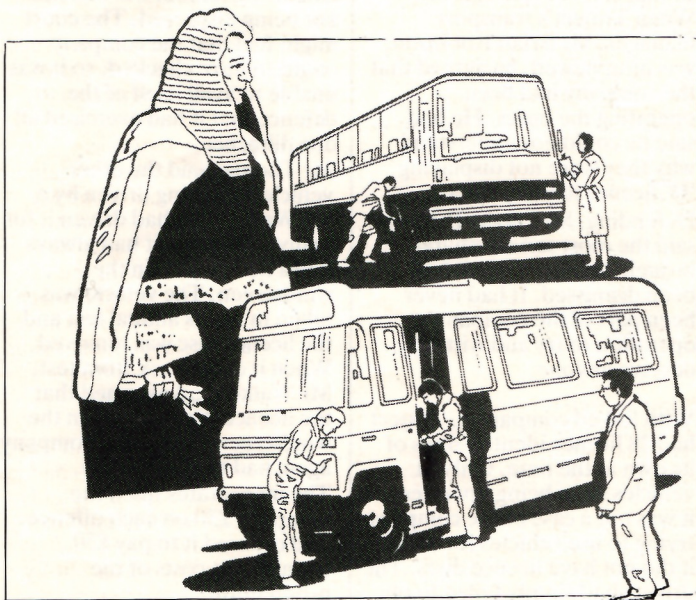
Mr Whalley agreed, but said that these were local services which had to be operated by vehicles of the licence holder, otherwise he would be unable to take any sanctions if the services were not run properly.

After Mr Holland had admitted that the company's nominated transport manager, Mr Peter Dowson, had been off work sick on and off for the last three months, Mr Whalley commented that he could not therefore be in continuous and effective control of the operation. Mr Holland said as far as he knew, the Traffic Area had not been informed of that situation.

Bid for licence gets thumbs down

A BID for a new national licence, authorising the operation of six vehicles, by Taj Coaches Ltd, of Thandi Coach Station, Priory Way off Western Road, Southall, Middlesex, has been refused by the

Metropolitan Traffic Commissioner, Air Vice Marshal Ronald Ashford. The company had nominated Mr Jarnail Thandi as its transport manager in its application.



In reply to Mr Whalley, Mr Holland said that Sheafline was currently advertising for a chief engineer. The company had decided it needed professional assistance from outside sources earlier this year, because of financial and maintenance problems. The directors had 'taken a lot of flak' from other shareholders for seeking assistance.

They had originally wanted it on a 50/50 basis, but now accepted that it had to be 75/25. If the North Western agreement did not go ahead they would have to seek elsewhere for assistance. Apart from seeking a chief engineer of their own, they would have to approach someone else to see if they would take the company over.

Mr Whalley said that was not good enough. There had been very damning evidence that the company's vehicles were not fit to go on the road. Unless they could come up with some solution, if North Western were no longer involved, Sheafline would no longer be entitled to have a licence.

Mr Holland said the company would get somebody, no matter what they had to pay. A director had been put in charge of the maintenance side to make sure that things were done. They would have to continue with the updated system they had now, until they could get someone qualified.

They had definitely made strides forward in that area. They had been making efforts to get a qualified person, and would continue to do so. Mr Tesh had been appointed last November. He had previously worked at the MoT Test Station. They had thought he could do the job but they had been proved wrong. They had three people on the shortlist at the moment.

Mr White said that having looked at the inspection records and wallchart produced during the inquiry, he felt that the system should work if it was adhered to. However, there were one or two instances of rectification work not being recorded and vehicle registration numbers not being entered.

Mr Waller said it was clear that major steps had already been taken to eradicate the weaknesses. The only missing link at present was that there

was nobody fulfilling the role of chief engineer, but it could only be a matter of time before someone with sufficient qualifications was appointed.

The failure to operate the Rotherham service came initially from the prohibitions placed on the company's vehicles. In choosing which service it could not fulfil in its entirety, the company had chosen the one carrying the least passengers.

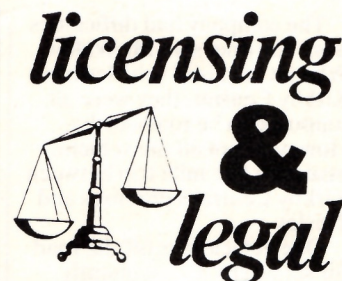
Misguided though they might have been at times, Sheafline had tried to get its vehicles on the road at all times to provide a service to the public. In the circumstances, an order requiring the company to repay three months fuel rebate grants would be a swingeing penalty, which he was told would amount to £43,000.

After hearing financial evidence in private, at the request of the company, Mr Whalley said he was not

convinced by that evidence that the company had lost its financial standing. However, he had serious misgivings, on the trading accounts produced, that it would continue to meet that requirement if it continued in business.

Revoking the licence, Mr Whalley said there was conclusive evidence Sheafline had not honoured its statements of intention in relation to maintenance. In particular, it had failed to adequately arrange for vehicles to be kept in a fit and serviceable condition.

Vehicles had been operated in a very unroadworthy condition. That was a matter of great concern. The very cornerstone of operator licensing was safety related. His decision was based on safety requirements, and because of those aspects, he was directing the vehicle inspectorate to carry out a full fleet inspection within the next seven to 10 days.



WEEKLY REPORT

ON LAW

AND THE

COACH OPERATOR

By Michael Jewell

Fines for Traject

HALIFAX-based Traject Ltd, trading as Abbeyways, was ordered to pay fines and costs totalling £130, after it admitted failing to display PSV operator's licence discs on two buses it had hired from Hyndburn Transport, before the Huddersfield Magistrates.

The company initially pleaded not guilty in June to three offences of failing to display 'O' licence discs and one offence of using a PSV 'O' licence disc with intent to deceive.

However, after it changed its plea to guilty in respect of two of the offences of failing to display discs, when the case again came before the magistrates, the prosecution offered no evidence in regard to the other two charges, which were dismissed by the magistrates.

Prosecuting for the North Eastern Traffic Area, Mr Richard Wadkin said PSV operator's licence discs had to be displayed in the nearside of the windscreen. Traject had used two buses when they were not displaying the appropriate discs.

On November 3 last year, a traffic examiner saw passengers boarding the vehicles concerned at Huddersfield Bus Station. Neither vehicle was displaying a licence disc. The buses were being operated by Traject on local services.

Enquiries revealed that they had been hired from Hyndburn Transport, of Accrington. When Traject's transport manager, Mr Brian Robinson, was interviewed, he agreed that the company had been operating the buses. He had said he could not understand why they were not displaying 'O' licence identity discs. Defending, Mr David Thomas said the most serious charge brought against Traject had been dismissed. It had never been part of the company's operation to try and wittingly deceive anyone.

With linked companies, Traject had 28 licence identity discs of its own at the time. Only 21 vehicles were being operated, so it was not a case of the company trying to use vehicles for which it did not have licence discs. The drivers had simply failed to put

the licence discs in the vehicles before taking them out. One of the vehicles concerned had been back to Accrington for repair, said Mr Thomas. The driver, a Mr Clarke, was sent to Accrington to pick the vehicle up, taking the licence disc with him.

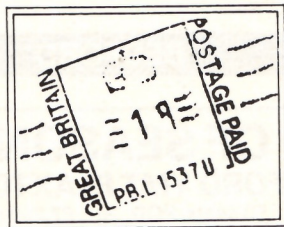
He had forgotten to put the licence disc in the windscreen and on November 3 it was still not being displayed. The court might feel that the company ought to have checked, so it was unable to avail itself of the defence that it had exercised all due diligence.

Mr Thomas said the other vehicle was being driven by a Mr Walker. He had driven it for many weeks and it had always had a licence disc in the windscreen. The vehicle was taken in for its annual test and the licence disc was removed. When it came back from test, Mr Walker had assumed that the licence disc was still in the windscreen. Sadly, the company again had to plead guilty. The magistrates fined the company £50 on each offence, and ordered it to pay £30 towards the costs of the prosecution.

Help is there for the taking...

SIR – I refer to the letter from Mr Brown regarding the Rural Transport Development Fund which was printed in *Coachmart* issue no.552.

While I am obviously not in a position to comment on his experiences, not knowing the full facts of the case, I would urge other people who might be interested in making an application for a grant to contact their local Rural Transport Adviser, which is a post that most counties have,



and who are based either within their County Council Public Transport Departments, or the Rural Community Council. If they do this before actually

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making the application, they will find that this person will give them as much help as they are able in making an application. In addition, they

can advise them at an early stage whether or not in their opinion this is liable to be successful, and also if they feel that the service is justified can give the support of the County Council and Rural Community Council to the bid.

In Gloucestershire, we have been successful in obtaining much needed and welcome grants to enable a number of different types of schemes to get off the ground. Included in this have been grants to enable new operators to start and operate rural services, established operators to purchase vehicles to do likewise, as well as revenue grants to allow new services to be started and help their operation whilst the patronage builds.

We have also been successful in obtaining a grant for a very successful Community Bus Scheme enabling them to purchase an additional bus, and also fit a wheelchair lift to make their services more accessible to the general public.

A number of timetable cases have also been purchased by the County Council with help from the RTDF to help publicise rural services. For the future, there are a number of ideas for new services in the county, as well as the possible fitment of extra steps on coaches to make them more accessible.

As you can see, there is a wealth of ideas that can be tried to improve the transport situation in rural areas. In making bids to the Development Commission, we have been extremely fortunate in having the assistance of Mr Grimley from the Commission, whose experience has been invaluable in advising operators.

If there is anyone at all interested in applying for a grant, I would urge them to contact their rural transport representative. Should they be unable to find the relevant person, they are welcome to contact me and I will tell them who their local contact is.

While obviously not every application can be successful, the grant is, in my opinion, an invaluable aid to services in rural areas.

NICK HELLIKER
Rural Transport Adviser
Gloucs County Council

Free market is not so free

SIR – John Hibbs' response (*Coachmart*, September 7) to Doug Jack's Utopian view of the bus market was to be expected – and insofar as the original article was expressed, Hibbs is correct.

The operator, not the government, is best placed to judge whether to replace so-called ageing vehicles using his own economic or marketing criteria, and is best placed to determine the specification which best suits his needs.

But the free market which Hibbs heralds is not as free as he claims. The true competition for the bus is not another bus – it is the wide range of alternative transport options including the private car. The latter has, it is true, given many people greater travel freedom, but its deleterious effect on public transport is restricting the ability of many other people to reach essential services.

In most parts of the country, bus travel is now so difficult and expensive as to positively deter people who have no other form of transport, and to turn those who would prefer not to travel by car into economic martyrs.

The impact of the car on our quality of life is devastating in terms of intrusion, noise, pollution and planning blight, and the removal of retail services and employment to out-of-town sites only accessible to most people by car compounds the issue.

It is surely the responsibility of government to ensure that accessibility to essential services is available to all citizens. The environmental impact of the car

on air pollution, greenhouse effect and the consumption of non-renewable resources, must be controlled.

John Hibbs condemns the view of the bus as some kind of social services role. Why is it in this country that 'social service' has become such a dirty word?

We used to be proud of our bus service – as we used to be proud of our National Health Service. Why is it that in some other West European countries – including wealthier nations

than ourselves such as West Germany and Switzerland – public support for public transport provides both service and quality.

It is interesting that most advertisements for senior management in the industry now carry a company car as a perk. Free bus travel is no longer enough – the consumer is king. So long as he has a car.

GEOFF STEPHENSON
Harefield
Middlesex

Put drivers first

SIR – I write, not in response to the letter from Mr Ayers of Yorks Coaches (*Coachmart* August 17), but to view the same subject from a different angle.

I have held a PSV driving licence for five years but have been unable to obtain a full-time driving position that would pay an adequate wage that would enable me to support my wife and family. I list below our typical weekly outgoings as an illustration of my point.

Mortgage (£35,000 borrowed to finance purchase of council house) £80.00, Insurance and Pension £20.00, HP Repayment (4 yr old modest car) £36.25, General Housekeeping £45.00, Heating, Gas & Electric £12.00, Rates £9.65, Maintenance to ex-wife £20.00, Petrol £12.00, Clothes etc £18. TOTAL £252.90.

I do not believe that we live extravagantly, but to survive on

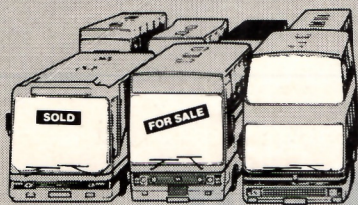
present rates paid to coach drivers in this area (£3.25 is the going hourly rate) I would need to work 77.81 hours every week.

I feel that for too long operators have been prepared to accept too low rates for the hire of their vehicles, with the result that the driver gets the little bit left after paying all other running costs. The time must surely come when an operator puts the driver's cost first when calculating costs and hire charges – and pay drivers a reasonable wage.

My own view is that with typists now earning £6 per hour that a coach driver must be worth at least the same, if not more.

Paying sensible wages would attract the right people to the industry and perhaps retain those that are leaving.

BARRY BREEZE
HH 57053
Bristol



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1973 BEDFORD YRT

Plaxton 51 seats. Tested to July '90, taxed Dec '89. Reconditioned gearbox and alternator. Approx £2,000 spent on other mechanical repairs.

Some private hire work available including private school contracts.

£7,000 + VAT ovno.

All inclusive.

Tel. 0908 319191

(30943/BE/56)

2 x 1974 (Private Plates) 466 & 500 YMTs

Both MoT to May '90, PA systems, curtains, Dominant II bodied, 53 seaters, excellent condition, owner driven, only ever been used for tours, excursions and private hire.

£5,000 for 500 + VAT

£4,000 for 466 + VAT

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(30963/BE/56)

FOR SALE

BEDFORD YMP, 10 metre, 1984, Plaxton bodywork, Telma retarder, 38 reclining seats, fitted to high specification. **A choice of three all in first class condition.**

1982 12 METRE LEYLAND TIGER 245, Plaxton Supreme V bodywork, 50 reclining seats, fitted with Telma retarder, cherished number plates.

1982 12 METRE LEYLAND TIGER 245, Plaxton Supreme V bodywork, 55 standard seats, fitted with Telma retarder, cherished number plates.

Both in first class condition and both fitted with TL 11 Level Six series engine and the latest Rockwell back axle.

Contact: Armchair Passenger Transport Co Ltd, Brent Way, Brentford, Middlesex TW8 8ES. Tel. 01-568 8227

(30971/BE)

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END OF SEASON SALE! 1976 BEDFORD YMT PLAXTON SUPREME

53 seats, POD, vgc, £7,250 ono.

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53 seats, exceptional condition, express doors, curtains, etc, £14,750 ono.

1985 BEDFORD YNT PLAXTON PARAMOUNT 3200

53 recliners, POD, curtains, outstanding condition, fitted single plate clutch, ZF gearbox, £34,750 ono.

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(30951/BE)

1965 BEDFORD 20 seater, 2.20 diesel engine, immaculate condition, tested Jan 1990. Offers.

1967 BEDFORD, 20 seater, 3.30 diesel engine, immaculate condition, tested May 1990. Offers.

1972 BEDFORD YRQ Duple, 45 seats, immaculate condition, £3,000 ono.

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(31822/BE/56)

1977 BEDFORD YLQ DOMINANT II

45 re-upholstered seats, power door, good condition throughout, Test applied for.

£5,250 + VAT

1974 BEDFORD YRQ DOMINANT I

Power door, new Test.

£2,450 + VAT

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069 184 8821 (Evening)**

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SELECTION OF BEDFORDS

1976 – 1982

Bedford and Plaxton bodies, all with current MoT's, most have been retrimmed.

**PAUL BURTON COACHES
Bury St Edmunds**

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1976 BEDFORD YRT £3,000 ono. 1979 Bedford YMT £10,000 ono. Plaxton bodied, both in good condition. Tel. 0533 393118 day, 0533 874940 eve.

(30913/BE)

SURPLUS TO REQUIREMENTS – 1974 BEDFORD DOMINANT I

29 seater, runs well, MoT November 1989, re-advertising.

OPEN TO OFFERS

Tel. (0375) 672940

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1974 BEDFORD PJK, 29 seater, taxed and MoT, re-trimmed 1987, private plate, very good all round condition, £3,500. Tel. 061 223 3103 (day) 061 257 3358 (evening).

(30948/BE/56)

1980 YMT PLAXTON 53 seats, excellent condition. £12,000 + VAT. Kings of the Road, Worthing. 0903 34010

(30804/BE/53)

NEOPLAN

D REG DOUBLE DECKER, 77 seater, Neoplan automatic with Gardner engine, many extras. Further details contact (0677) 24987.

(31721/NE/55)

1986 (D) NEOPLAN SKYLINER, Gardner 320, 77 recliners, full spec, immaculate condition, 12 miles per gallon, sold with work if required. Tel. Grier-sons Coaches on (0740) 20209. Part exchange possible for B58.

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SUMMER SEASON ENDS SEPT 15th

Following coaches are surplus to requirements.

1982 Bova £25,000 ono.

1983 Bova, 52 seats, £30,000 ono.

1985 Bova Europa's IIs and IIIs,
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All above vehicles fitted radio, PA. All usual extras.

Tel: (0533) 393118 (day)
or (0533) 874940 (eve)

(30914/BV)

1984 (A) BOVA Calypso, 49/53 recliners, demountable toilet, drinks machine, video, tested April '90, excellent condition, £39,500 + VAT. Contact David Marsh - Raynard - Pullman (0937) 832264.

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Suttrak air conditioning, 1979 but
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speed limiter, MoT Dec '89.

£39,500

Tel. Tony Andrews
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(31813/FO)

FORD PLAXTON ELITE MK III, 53 seats, Telma power
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53 seats, retrimmed this year in
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32 recliners plus courier seat, toilet, tv, video, coffee machine and servery. MoT'd and taxed.
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*All are in excellent condition.
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(31818/VO)

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1985 (B) VOLVO B10M GL PARAMOUNT 3500, 4 Star, 49/53 rec plus courier seat, sunken toilet, bunk, radio PA, curtains, continental door, Webasto, MoT Feb 1990. **£55,750 + VAT.**

1985 (B) VOLVO B10M GLT PARAMOUNT 3500, 4 Star, 49/53 rec + courier seat, sunken toilet, Webasto bunk, continental door, curtains, radio/PA, wired for video, MoT Feb 1990. **£56,750 + VAT.**

All vehicles owned since new and used in UK only. Full maintenance records available.

Contact Seamarks Coach & Travel Ltd
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(31811/VO)

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Toilet, TV, video, coffee machine, fridge, 240v converter, Webasto heating, 49 recliners, pa system, superb condition throughout, MoT May '90,
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£45,250

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1980 B58 Unicar, 12m, 55 seats, **£20,000 + VAT**

1980 B58 Unicar, 11 metre, 53 seats, **£18,000**

All vehicles maintained to a high standard.

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48 recliners, rear toilet, fridge, TV and video, curtains, excellent order throughout, MoT Feb '90, p/x considered.

£42,000

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High line, low driver, 49/53 reclining seats, MoT Feb '90, 2 TVs, video, demountable toilet, water boiler, radio/cassette/pa, ferry lift, 6 new tyres, new clutch, excellent condition.

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56 recliners seats, full MoT, 1st class condition throughout, drinks machine, video and monitors, toilet, carpets, driver's bunk. **Some winter work if needed on offer.**

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ZF box with splitter, 55 rec seats with 7 seater lounge and servery area, full hot and cold water, large fridge, intercom, fitted with TV, video, radio cassette, toilet plus surveillance system with reversing camera, full engine overhaul, new clutch, 2 new alts, taxed and MoT, coach in first class condition.

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Mrs J.A. Murray
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Newcastle upon Tyne
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to arrive no later than Monday 23rd October 1989.

A job description is available on request.

(30988/SV)

HOLDER OF INTERNATIONAL C.P.C.

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(31746/SV/56)

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(30989/SV)

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has vacancies for two

DEPOT CONTROLLERS IN LONDON

Eastern National is inviting applications for two new positions of Depot Controller at its Ponders End and Walthamstow depots.

Both depots operate buses primarily on contracts for London Regional Transport in North and East London, and the main responsibility of the Depot Controllers will be to recruit and retain sufficient suitable staff to provide the highest level of reliability expected in these services. Experience of staff recruitment, discipline and of depot administration is essential, and experience of trade union negotiation an advantage.

Ponders End depot is situated in North London and employs approximately 80 staff, with 32 buses to maintain big bus services 235, 307 and 359 and minibus routes W9 and 379.

Walthamstow depot is located in East London and employs approximately 90 staff, with 38 vehicles to maintain big bus services 20, 267 and 275 together with minibus routes W13 and W14, and Essex County Council school service 203 is also provided by this garage.

The London area is an expanding part of Eastern National's operations, which cover commercial and contracted services throughout Essex and in parts of Hertfordshire and Suffolk. The company employs nearly 1,500 staff and operates 479 buses.

An attractive salary of not less than £12,500 per annum with pension and health care benefits is offered to the right applicant.

Applications from people who would like to join Eastern National's team should be made in writing to **R W J Orbell, Director of Operations, Eastern National Ltd, 48/49 New Writtle Street, Chelmsford, Essex, CM2 0SD** under private and confidential cover and enclosing a full CV by no later than 18 October 1989.

(30995/SV)

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(30915/HO/54)

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(30955/BFS)

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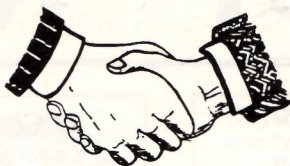
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Modern coaches to operate contracts.

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(30856/BS/53)

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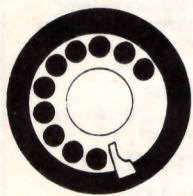
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(30909/AV/54)



Coachmart

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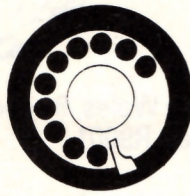
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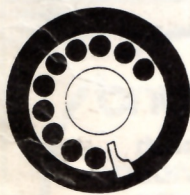
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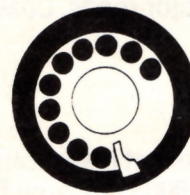
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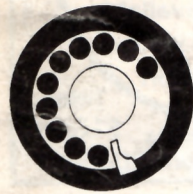
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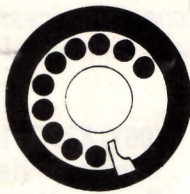
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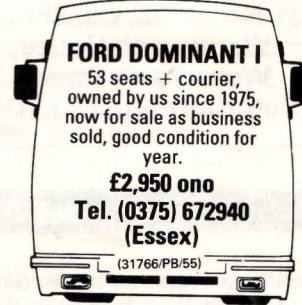
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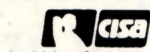
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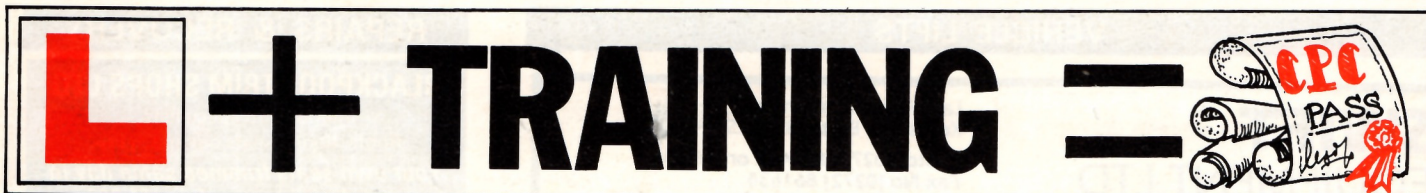
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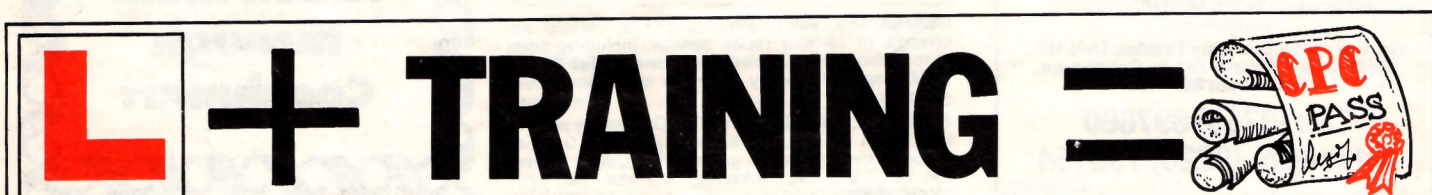
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ESSEX COUNTY COUNCIL INVITATION TO TENDER FOR LOCAL BUS SERVICES

The County Council is seeking tenders from bus and coach operators to enter into service subsidy agreements to provide bus services in the Harlow, Chelmsford and Braintree area. Operators wishing to receive further information and tender documents should contact immediately: County Planner, Essex County Council, Globe House, New Street, Chelmsford, Essex CM1 1LF or telephone Chelmsford (0245) 352232 Extension 332.

Completed tender documents must be received by 1200 hours (noon) on 10 October 1989. Tenders received after this date will not be considered.

R W Aldock

22 September
1989

Chief Executive and Clerk

(31797/TE)

COACH INSURANCE

Fleet and single vehicle operators
Continental extensions

CONTACT:

Lawrie Insurance Consultants Ltd
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Tel: 01 302 7521/7522

(30661/CI/51)

TENDERS

LONDON BOROUGH OF BARNET DIRECTORATE OF TECHNICAL SERVICES

TERM CONTRACTS FOR THE PROVISION OF VEHICLES WITH DRIVERS

Applications are invited from suitable firms with adequate transport and financial resources who wish to be considered as tenderers for the above contracts.

The contracts will involve the supply of coaches, mini-buses and mini-cabs all with drivers for the daily transportation of adults and children many of whom may be physically handicapped, to and from the Council's Day Centres and schools for a period of one year. Applications quoting reference WS/RTM/0048 and indicating the type of service for which you wish to be considered, should be made in writing to:

Director of Technical Services, Barnet House, 1255 High Road, Whetstone, London N20 0EJ

so as to arrive not later than 11.00 o'clock on Tuesday, 10th October 1989.

Applications should include the following details:

- Examples of similar works undertaken with numbers of vehicles involved, and with names and addresses of at least two technical referees.
- Copy of latest audited accounts.
- Name and address of applicant's bankers (to whom reference may be made).

Applicants should note that dependent upon response and acceptability for inclusion, a random selection may take place to compile a tender list of six to eight contractors for each type of vehicle.

**M. M. Caller,
Chief Executive, Town Hall,
Hendon, London NW4 4BG.**

(31820/TE)

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(22158/CI)

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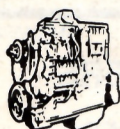
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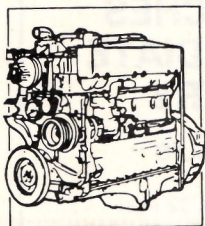
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Tel: (0787) 61603

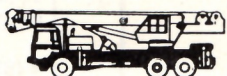
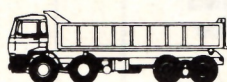
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Freight Rover, luxury trim throughout
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1983 (Y) TRANSIT, 16 seater, petrol, full soft trim, luggage racks, annual April '90. **£4,950.**

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1984 (B) SHERPA 350 petrol, pick up truck, immaculate condition throughout, one year's MoT. **£2,900.**

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Sherpa 16 seat minibuses, Carlyle bodies, diesel, power doors, current PSV, registered 1986 from £8,950 + VAT.

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W (81) BEDFORD CF, 12 seater, PSV, long test, to clear.

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£8,950

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£9,950

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New vehicles supplied, part exchange, competitive finance arranged.

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1977 FORD R1114 Plaxton Supreme, 53 seats.

1979 BEDFORD YMT Plaxton Supreme IV, 53 seats, new MoT.

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1978 FORD R1114 PLAXTON SUPREME, 53 seats.

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Both vehicles are **taxed** and are
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53 seater, 1986, MoT, superb cond.

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1967 LEYLAND PD3, ideal for driver training. Offers invited
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(26366/UN)

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NEW TOYOTA CAETANO OPTIMO GL, 21 seats & courier, white with red interior, immediate delivery.

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1978 FORD R1114 DUPLÉ DOMINANT 11, (53), MoT March '90, clean. **£5,950.**

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1973 BEDFORD YRT PLAXTON, Elite (53), power door.

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(31812/UN)

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49 recliners, new test,
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Recon engine, private plate, 51 recliners,
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1982 LEYLAND TIGER 245 PLAXTON SUPREME V GT

New engine, private plate, new test, 51
recliners, **£28,500 ono + VAT**

1981 (W) LEYLAND LEOPARD PLAXTON SUPREME

47 recliners, new engine, new test,
£18,500 ono + VAT

Tel. 0926 813840

(31770/UN)

LEYLAND TIGER 260 DUPLÉ

49 seat exec, 1982 private plate, WC, rec seats, video, hot drinks machine, recent new factory fitted 260 engine and gearbox. **£28,500 + VAT ono.**

MERCEDES 608D

21 seater, May 1986, C registered, low mileage and in very good condition.
14,750 + VAT ono.

Both must be sold due to new vehicles arriving.

Best offers by end of Sept will secure

**Tel. Eavesway Motor
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TRAVEL SERVICES HAVE FOR SALE:

A SELECTION OF 1982 & 1983 VOLVO B10M JONCKHEERE BERMUDAS

49 seats, toilet, washroom, video, coffee machine, curtains throughout, Webasto heating.

1982-PRICE: £37,500 ONO 1983-PRICE: £41,500 ONO

A SELECTION OF 1984 SCANIA K112 JONCKHEERE JUBILEES

49 seats, toilet, washroom, Webasto heating, air conditioning, double glazed.

PRICE: £51,500 ONO

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40 seats, galley area at rear, toilet, washroom, video, coffee machine, Webasto heating, double glazed.

PRICE: £40,500 ONO

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247444**

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**LEYLAND Tiger 518 Plaxton
Supreme**, 50 reclining, 1982, MoT Jan 1990. **£24,500.**

BEDFORD YMT Duple Dominant, 53 seats, 1982, MoT May 1990. Reconditioned engine 1989. **£12,000.**

BEDFORD YMT Duple Dominant, 53 seater, 1982, MoT April 1990, reconditioned engine 1988. **£12,000.**

BEDFORD Plaxton Supreme, 17 seater coach, 1980, MoT Jan 1990. **£6,500.**

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1971, 6U3ZR Plaxton, 51 seater coach, reg PRD 34, available, PSV April.
1977, 6U2R, Duple Dominant II, 57 seater, PSV Feb.

LEYLAND LEOPARD

1973 PSU4, Short Plaxton, 40 seater coach, PSV Dec.
1976, PSU5 Duple Dominant I, 51 seater coach, reg AEF 88A, available, PSV June.
1977, PSU3, Willowbrook, 47 seater coach, rebuilt by L.C.T., reg AEF 91A, available, PSV April.
1976, PSU3, Alexander 'T' Type, 49 seater coach/D.P. Choice of 8 very tidy PSVs Dec to May.
1976, PSU3 Alexander 'Y' Type, 53 seater bus. Choice of 3, excellent condition, earliest PSV - Feb.

LEYLAND ATLANTIAN

1969, PDR 1A/1 (advance specification), Alexander 74 seater bodies, choice of two plus one hulk - for spares? PSVs June and August.

*Offers for the above by 6 October 1989.
State if tyres included in offer.*

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MAGIRUS DEUTZ HIGH LINER

Full spec, 49 recliners, TV, video, toilet, drinks machine, fridge etc. Air cooled engine - no freezing or over-heating. This coach must be seen to be appreciated.

A bargain at £36,500

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(31745/UN/56)

NORTH EASTERN BUS BREAKERS. Redundant and surplus vehicles wanted. Good prices paid! Distance no object! Tel. (0207) 280353 day (0207) 570719 evenings. Good selection of mechanical and body parts available. (31819/UN/56)

TWO P REG FORD DOMINANT, 53 seaters, both MoT to February 1990, £2,000 each. **1978 SEDDON PENNINE**, 53 seater, Gardner engine, year's MoT, £5,500. **1976 PJK**, MoT Feb '90, o/s/f damage, £2,000. Tel. (0566) 4848. (31798/UN)

BOVA FUTURA FHD

49 recliners, centre toilet, drinks dispenser, fridge, radio PA, video system, driver's bunk, double glazing, new factory short engine and clutch fitted August 1989, MoT March 1990.

£48,000 plus VAT

BEDFORD YMQ/5

1982 Plaxton Supreme, 30 Lazzarini recliners, radio, PA system, power door, Bristol dome, tinted windows. £23,750 plus VAT

Both vehicles were purchased new by us. Full maintenance records are available for inspection.

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Lacey's Coaches
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Low deck, full spec, reseat, MoT May '90, very good condition, recon engine, £25,000 ono.

1978 BRISTOL LHS

33 E-type seats, MoT Dec '89, very good condition, power door, £7,500.

BEDFORD DUPLÉ PJK 1974

MoT April '90, £1,500.

Tel. (0938) 810452

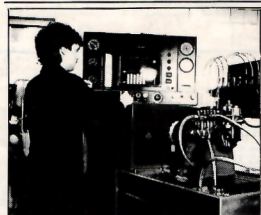
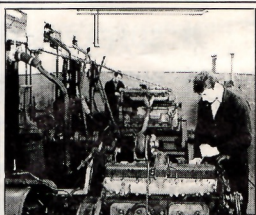
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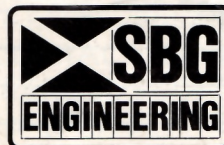
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53 RECLINERS & TOILET

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|---|-----------------|
| 1988 E SB-DHTD DUPLÉ 320 | 57R |
| 1988 E MB230 PARAMOUNT 3500** | 53R |
| 1988 E MB 230 VAN HOOL ALIZEE 'H' | 51R + TOILET |
| 1988 E SB-DHS VAN HOOL ALIZEE LOW DRIVER | 51R + TOILET |
| 1988 E SB-DKV VAN HOOL ALIZEE LOW DRIVER | 51R + TOILET |
| 1988 E SB-DHS DUPLÉ 340 SL | 57R |
| 1987 D MB 230 DUPLÉ 320 SL | 57R |
| 1987 D SB-DHS DUPLÉ 340 SL | 53/57R + TOILET |
| 1987 D SB-DHS PLAXTON 3500** | 53R |
| 1987 D MB230 DUPLÉ C40 | 53R |
| 1986 D SB-DHTD PARAMOUNT 3200 LOW DRIVER | 55'E TYPE |
| 1986 C MB 230 CARIBBEAN 11 | 49R + TOILET |
| 1984 B SB-DHS JONCKHEERE P50 | 51R + TOILET |
| 1981 W MB 200 PLAXTON SUPREME IV | 53R |

VOLVO

| | |
|--------------------------------|-----------------|
| 1987 D B10M PARAMOUNT 3500**** | 49/53R + TOILET |
| 1982 X B58 DUPLÉ DOM IV | 53R |

AEC

| | |
|------------------------------|----|
| 1979 T 760 DUPLÉ DOMINANT II | 53 |
|------------------------------|----|

BOVA

| | |
|----------------------------|------------------------------------|
| 1985 C FUTURA HI-LINE EXEC | 49R + TOILET + AIR CONDITIONING |
| 1982 Y EUROPA | 49R + TOILET |

LEYLAND

| | |
|--|--------------|
| 1984 A TIGER PLAXTON 3500** | 49R + TOILET |
| 1982 X TIGER PLAXTON SUPREME V EXPRESS | 53 |
| 1982 X LEOPARD ZF DOMINANT IV | 57 |
| 1981 W LEOPARD ZF PLAXTON SUPREME IV | 48R +5 |
| 1976 P LEOPARD DUPLÉ DOMINANT | 53 |

BEDFORD

| | |
|----------------------------|----|
| 1983 Y CF PARFIO | 12 |
| 1981 W YMT DOMINANT 11 | 53 |
| 1980 V PJK PLAXTON SUPREME | 29 |
| 1975 N YRQ PLAXTON | 45 |

FORD

| | |
|---------------------------------|----|
| 1981 W R1114 DUPLÉ DOMINANT III | 53 |
| 1980 W R1114 PLAXTON SUPREME IV | 53 |

BRISTOL

| | |
|----------------------------|----|
| 1978 S LHS PLAXTON SUPREME | 35 |
|----------------------------|----|



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